

AMERICAN



# RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, APRIL 17, 1869

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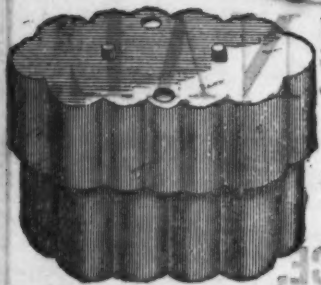


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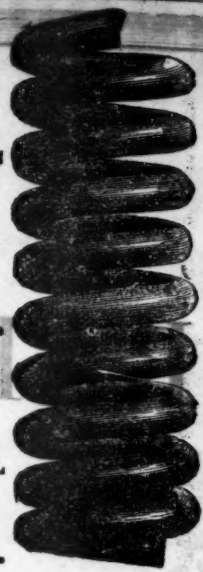
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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York Saturday, April 17, 1869.

### Railway Accidents—Destruction of Life and Property by Fire.

We find in the Washington *Chronicle* a description of an invention, recently patented by Messrs. George S. Koontz of Washington, and Edward Potts and McLeod D. Lewis of Baltimore, designed to prevent loss of life and property by fire in case of accident. Their invention, as described by the *Chronicle*, consists of a fire extinguisher, applicable to any car stove, so arranged that the furnace shall be in ready communication with a vessel containing water. Through the top of this vessel is a rod, connected at its lower end with a valve, and at its upper end with a chain attached to a ball, resting within a ring, and supported by braces. In cases of collision or overturning, or partial overturning of cars, or like accidents, the ball, preponderating the chain, rods, and valves in the chamber pipe, will roll from the ring and raise the valves so that the water in the chamber will be thereupon discharged into the furnace, thus instantly extinguishing the fire therein, and obviating the possibility of damage or loss of life by fire. A jacket, forming a chamber, is made to surround the furnace for the purpose of heating air, to be conveyed to the interior of the car, equalizing the heat therein, by means of a pipe connecting with and extending from the

rear of the air-chamber through the car floor, for the conveyance of cold air. A double advantage is thus afforded—first, in the prevention of fire in cases of accidents, and, second in the equalization of heat throughout the cars. The latter feature, desirable as it is, however, is not so important as the "extinguisher," which can be readily applied to any car stove, at little cost, by simply changing the upper plate. The device is very simple in all respects. Practical railroad men who have examined it with much interest pronounce it superior to anything yet presented for the accomplishment of its important purposes.

### A Freight Railroad.

The following is an extract from a letter written by Joseph H. Moore, Esq., Freight Agent, of Chicago, to the Superintendent of the Pittsburg, Fort Wayne and Chicago Railway, in which he advocates a plan for the reduction of freight by rail, being no less than the construction of a freight railroad from Chicago to New York. He expresses the opinion that such a road can transport the three classes of freights now sent by lake and canal to New York, at an average rate of six miles an hour, at the cost of \$7, \$8, and \$9 per ton during the season of navigation, and during the winter months at the rates of \$9, \$10, and \$11 per ton. The average freight on wheat, corn, and oats from Chicago to New York via Buffalo, by lake and canal during the past season, has been \$8 per ton. Mr. Moore's letter closes with the following remarks:

To successfully work a railroad, where the tonnage is very large, it should be provided with a double track for freight trains and another for passenger trains, and the freight should be worked at a slow rate of speed—say six or eight miles an hour, with engines especially adapted to such speed. Under an organization of this kind a single line between Chicago and New York would transport more than five times the railroad and lake tonnage for the year under consideration. The trains can be safely worked within fifteen minutes of each other, giving ninety-six trains a day from Chicago, of 800 tons each for 300 days in the year, total 8,640,000 tons. This traffic at \$9 per ton, on the average, will amount to \$77,760,000, and estimating west bound receipts the same we have total income, from a single line, of \$155,520,000, of which our company would be entitled to \$80,870,400. To economically transport this immense tonnage 80,000 freight cars, at a

speed of eight miles the hour, and 35,000 at six miles the hour, and 3,000 locomotive engines, would be required. The receipts per train per mile would average \$3 from Chicago to New York via Pittsburg. These items of tonnage and earnings multiplied by four, the number of railroad lines from this city to New York, Philadelphia and Baltimore, give an aggregate of 96,120,000 tons, counting both east and west tonnage, producing an income annually of \$622,080,000. All this I mention to show that railroad lines may be worked, when the tonnage is large, so as to entirely supersede water carriage when lakes, canals and rivers must be used between the termini of a long route; and that the capacity of a single line of railway is equal, if not superior, to that of five canals, in this latitude, as the speed of the trains would be three times that of canal boat movement during the season of navigation, with the five months' winter tonnage in favor of the all-rail lines.

### Pacific Railroads.

The joint resolution, which recently passed Congress, for the protection of the interests of the United States, in the Union Pacific Railroad Company and the Central Pacific Railroad Company, and for other purposes, was approved and signed by the President on the 10th inst. It authorizes the company to hold a meeting at Boston, April 22, 1869, to elect a board of directors and determine on a place for the location of their general office. Directs that the Union Pacific and the Central Pacific roads meet at Ogden. Authorizes the President to appoint a disinterested committee to examine the condition of the two roads, to be paid \$10 per day. Directs the Attorney General to institute such proceedings as may be necessary to protect the interests of the United States in said roads. Directs inquiry also to be made whether both roads have not forfeited their charters, whether illegal dividends have not been declared, whether any of their directors have committed any penal act, and if so directs the Attorney General to institute proper proceedings for the protection of the United States.

Henry R. Pierson Esq., of New York, has been chosen Vice President of the Chicago and Northwestern Railroad, to fill the vacancy made by the resignation of Perry H. Smith.

Mr. C. E. A. Bartlett of Nashua has been appointed Treasurer of the Boston and Lowell Railroad.



## Northern Central Railway.

The earnings of the Northern Central Railway and its Branches during the years ending December 31, 1887 and 1888, have been as follows:

	1887.	1888.
Main Line.....	\$2,876,084 61	\$2,907,151 82
Wrightsville Branch	81,227 92	48,788 58
Shamokin Division.	280,452 08	277,763 49
Elmira "	895,149 48	528,628 88
Chemung "	127,537 35	160,397 58
Canandaigua "	180,416 72	233,624 05
Totals.....	\$3,690,868 16	\$4,151,351 91

## Operating expenses:

Main Line.....	\$1,556,538 71	\$1,893,765 68
Wrightsville Branch	24,890 08	36,370 81
Shamokin Division.	172,640 74	194,252 16
Elmira "	890,811 60	433,235 86
Chemung "	117,259 41	161,519 78
Canandaigua "	216,568 96	243,184 28

Totals.....	\$2,478,709 45	\$2,962,327 52
Net revenue.....	\$1,212,158 71	\$1,189,024 39

Compared with the previous year the total gross earnings show an increase of \$460,483 75, with an increase in operating expenses of \$483,618 07—making the decrease in net revenue, \$23,134 82.

The operating expenses of the road were 71.35 per cent. of the receipts, being  $4\frac{1}{4}$  per cent. greater than in the year 1887. The increase of per centage is to be attributed to increased sidings; to the damage done to the lower end of the line by the flood which occurred on the 24th of July last; the repairs of which have been charged to operating expenses, and to the rebuilding bridges on the Shamokin Division.

These bridges when originally built being only adapted to the passage of coal cars, the change was rendered necessary to pass the box cars going to and from the Lehigh Valley Railroad connection with this line.

There have been moved in 1888, 3,138,319 tons of freight, against 2,856,312 tons in 1887—showing an increase in 1888, of 782,007 tons.

The large increase of gross receipts for the year does not show an equivalent increase of the net income. But the extraordinary expenses just referred to, together with the reduction of rates received for the tonnage moved, will account for the failure to realize the additional profit.

The average rate received for the transportation of freight was 2.22 cents per ton per mile, a reduction of 0.38 of a cent. per ton from the rates received the previous year. The same rates of freight upon the tonnage of 1888 as received in 1887, would have given us an additional net profit of \$500,889 06. The reduction of rates has injured to the benefit of the consumer, and is the best evidence that can be given to show that the management of the road is not adverse to the interests of the public. At the same time the attraction of this increased tonnage to the line, we believe, has, and will, prove more advantageous to the stockholders than the policy pursued by many roads, and formerly pursued by this company, of charging higher rates and thus limiting the business to a smaller number of tons. The one policy attracts trade, which when once secured, becomes permanent, induces the growth of manufactories along the line, and increases both the trade and travel; while the other has just the opposite effect.

The tonnage has been only limited by the capacity of the equipment. Although large purchases were made during the last year of engines and cars, we were unable to meet the trade which was offered, and we have therefore been compelled to again make contracts for a large increase of rolling stock, which is to be delivered during the early part of this season.

The rolling stock of a line situated as this one is, having so many connections, with the great proportion of the trade originating on the line of the road and destined to points on other roads, must necessarily have a larger proportion per mile than other lines differently situated. We loose the control of cars, and they cannot be made to perform the same amount of service as if we had the entire control of them. Another reason for the necessity of an undue proportion of equipment has frequently been referred to in previous reports, but is none the less true now, and that is the want of a connection with a shipping point on tide-water. Our trade is now confined to local points, is spasmodic, and cars must be kept to move it only as the demand springs up. If a shipping point was had the equipment could be used for that trade during the dull season of the local traffic. Every effort has been made by this company to remedy this want, but, so far, we have not been able to accomplish it, without an expenditure which the affairs of the company would not warrant. The Union Railroad Company promised to provide the facilities of this kind, but it has met with difficulties which has compelled it, at least temporarily to suspend work. The advantages to the City of Baltimore to be derived from the ability of this company to reach tide-water we believe is now thoroughly appreciated by the city authorities, and we have no doubt that means will be taken to have the work on the Union Railroad resumed and pushed forward to completion.

There has been a very large increase in the coal trade over the preceding year. The coal transported South in 1888 amounted to 602,025 tons, against 453,919 tons in 1887, an increase of 148,106 tons. Of this increase, 26,741 tons were carried to Baltimore, and the balance, 121,365 tons to local stations on this and connecting roads. The coal transported North to Elmira and points beyond, in 1888 was 131,677 tons, against 85,619 tons in 1887, an increase of 96,058 tons. We anticipate a further increase in this business during the present year.

As we anticipated in our last report, the business of the leased lines has increased largely with the exception of the Shamokin Division. The trade of this road has been somewhat affected by the completion of the Enterprise Railroad—a new road, owned and controlled by the Philadelphia and Reading Railroad Company. The increasing business to the Main Line will, however, render this Division in the future as in the past, a profitable investment for this company.

Last year we added to the equipment: 12 locomotives, 7 passenger cars, 100 box and stock cars, 125 eight-wheeled and 322 four-wheeled gondola coal cars, 7 eight-wheeled stone cars, 46 freight cabin cars, at a cost of \$472,741 88. And we have contracted for, (to be delivered this year): 22 locomotives, 600 eight wheeled coal cars, 200 box cars, 20 stone and lime cars.

There has been put in the track 4,028 tons of new iron and 189,824 cross-ties. The track upon the entire line is in excellent condition, and the bridges and all appurtenances have been kept in good order. It was our intention, during the last year, to build a number of passenger and freight stations at different points where they were very much needed; but the extraordinary expenses to which we were subjected, compelled us to postpone doing any work of this kind. We hope to be able to build several during this year.

The entire right of way for the new line into the City of Baltimore, together with sufficient ground for new shops on the line of the road, adjoining the city, has been purchased, and the work is now being prosecuted. This work, although costly, we could not postpone any longer. It had become almost an impossibility to handle the freight in the city over a single track with very heavy grades, and if the increase should continue this year in the same proportion as in the past we shall find great difficulty in disposing of it. It has also been our desire to put additional local passenger trains upon the line, but we have been

prevented by the same cause. The new line will enable us to handle a very great deal more trade, and to do it at much less cost. The shops are as much a necessity as the new tracks, as those we have were built to accommodate the equipment of the road when the business amounted to one-fourth of its present proportions; it can readily be seen that we have been working at a great disadvantage. These improvements will require a large outlay of capital, but we are fortunate in this: that we will be able to sell the property occupied by the present shops for a sum almost, if not entirely, sufficient to cover the expenses of the contemplated improvements.

In 1865 it was determined upon to issue a six per cent. mortgage of \$2,500,000 for the purpose of purchasing equipment, and making such improvements as might be required. This was done, and about one-half the bonds were sold. But, owing to the fact of its being a third mortgage upon the property, we found it difficult to use the remainder at a price we considered them worth; and finding too that improvements, which, at the time these bonds were issued, we thought could be postponed for some years, had now become imperatively necessary, it was deemed best to create a consolidated mortgage and withdraw the balance of the loan from the market. This has been done. A mortgage of \$6,000,000, bearing six per cent. interest, payable in coin, free from taxation, has been created, and is to be issued only as the former bonds of the company are retired, either by purchase for the sinking funds, or by cancellation. A portion of the \$2,500,000 has been retired and a like amount of the new bonds have been sold, and we are now offering a limited number of them at par and accrued interest.

With these bonds we shall be enabled to cancel the floating debt of the company, make the improvements which cannot be delayed, while the funded debt of the company will not be increased beyond its present amount. And, by the time this entire mortgage is issued it will be the first, and only mortgage, except the Annuity to the State of Maryland on your property.

The regular payments have been made to the sinking funds during the year. In the sinking fund for the redemption of the bonds due in 1885 there is now \$431,000 of these bonds; and in the general sinking fund we have \$252,000, an increase in both of \$101,000.

The receipts and expenditures for the year ending December 31, 1888, were as follows:

## RECEIPTS.

From freights.....	\$2,928,360 77
" passengers.....	914,760 04
" express.....	96,500 85
" U. S. mails.....	44,160 00
" sundry sources.....	173,670 25
	\$4,151,351 91
Capital stock.....	150,000 00
Bonds.....	1,110,600 00
Real estate.....	636 00
	\$5,412,487 91

## EXPENDITURES.

Expenses, as above.....	\$2,962,327 52
Interest.....	434,872 52
Dividends on capital stock.....	382,895 00
Taxes on capital stock, dividends & surplus.....	33,631 35
Rent of Shamokin Valley & Pottsville R. R.....	101,167 00
Rent of Elmira and Williamsport R. R.....	165,000 00
Rent of Elmira, Jefferson and Canandaigua R. R.....	25,000 00
Discount on bonds.....	95,156 08
Sinking funds.....	101,000 00
Construction.....	96,497 67
Real estate.....	127,647 62
Equipment.....	472,741 88
Floating debt decreased.....	414,551 82
	\$5,412,487 91



FINANCIAL STATEMENT, December 31, 1868.

Assets:	
Railway and appurtenances.....	\$8,907,252 27
Canton extension.....	842,182 02
Real estate.....	641,489 69
Equipment.....	2,120,837 20
	<b>\$12,011,761 18</b>

Cash.....	\$279,622 57
Passenger agents.....	8,825 96
Freight.....	112,043 06
Post office department.....	12,030 59
Stock of W. Y. and G. R. R. Co.....	47,595 00
Debt of W. Y. and G. R. R.....	76,484 79
Bonds of W. and F. Railway Co.....	10,413 13
Individuals and corporations.....	309,755 10
Materials and supplies.....	226,340 54
	<b>1,077,110 74</b>

Liabilities:	
Capital stock—95,978 shares.....	\$4,798,900 00
First mort. bonds of York & Cumberland R. R. Co.....	\$175,000
Second mort. bonds of Y. and C. R. R. Co.....	25,000
Third mort. bonds of Y. and C. R. R. Co., guaranteed by City of Baltimore.....	500,000
Second mort. bonds of N. Central Railway Co.....	2,500,000
Third mort. bonds of N. Central Railway Co.....	1,223,000
	<b>\$4,423,000</b>

Deduct amount in sinking funds.....	683,500
	<b>\$3,739,500</b>

First mort. loan of Northern Central R. W. Co. from State of Maryland irredeemable.....	1,500,000
Second mort. consolidated six per ct. gold bonds of Northern Central Railway Co., due July 1, 1900. Total loan, (including \$3,739,500, as above,) \$5,000 issued.....	952,000
	<b>6,191,500 00</b>

Bills payable.....	\$417,675 33
Interest, &c., accrued.....	246,601 91
Interest coupons.....	12,181 50
Pay rolls and vouchers.....	490,687 84
Foreign roads.....	85,794 46
Individuals and corporations.....	107,125 26
	<b>1,310,066 30</b>
Profit and loss account.....	788,405 62
	<b>\$13,088,871 92</b>

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Edmund Smith.

Vice President.—J. N. DUBARRY.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—A. R. FISKE.

Mr. Franklin B. Gowen has been elected President of the Philadelphia and Reading Railroad Company, vice Mr. Charles E. Smith resigned.

Jackson, Lansing and Saginaw Railroad.  
The earnings of this road for the year ending December 31, 1868, were:

From passengers.....	\$199,423 68
" freight.....	172,294 55
" miscellaneous sources.....	16,077 19
" rent of G. R. V. R. R. Co., etc.....	4,053 88
	<b>\$391,849 30</b>

Expenses, viz:

Repairs of road.....	\$44,928 08
" locomotives.....	9,434 23
" cars.....	12,262 72
" bridges, etc.....	3,523 88
Locomotive service.....	17,086 03
Train service.....	12,772 64
Station service.....	20,914 75
Fuel.....	18,300 79
Oil and waste.....	3,952 25
All other expenses.....	26,508 62
	<b>169,663 49</b>

Balance of earnings.....	\$222,185 81
Add balance from previous year.....	46,623 85

Total.....\$268,809 66

From which deduct—

Interest and exchange.....	\$127,958 71
Taxes, U. S. and State of Michigan.....	9,458 16
Fuel on hand.....	15,000 00
	<b>152,416 87</b>

Balance December 31, 1868.....\$116,392 79

—which has been appropriated to the payment of interest due January 1, 1869, to construction, and to meet maturing floating obligations of the company.

The amount charged to construction for the year is \$460,931 96; making the total of that account on 31st Dec., \$2,609,249 72; also, on exhibit of the floating debt of the company, amounting, at the beginning of the year, to \$102,861 43.

The funded debt consists of \$1,495,000 first mortgage bonds, and \$400,000 second; leaving \$100,000 authorized, not yet issued, and it is hoped no further issue may be necessary, together with \$40,834 57 mortgages for depot grounds and docks, at Saginaw City.

There are also unadjusted liabilities for docks and freight house at Wenona, construction contracts unfinished, &c., amounting, in the aggregate, to \$50,000 or \$55,000.

The capital stock is \$548,605, to which should be added \$84,000 for right of way, and preparing the road bed for iron, from Saginaw City to Wenona, as per contract not yet fully adjusted; making a total of \$633,605 stock.

By the building of the road from Owosso to Wenona, the company has earned 192,000 acres of land, which amount has been duly certified to the company, quite carefully examined, and will be speedily appraised and offered for sale; the proceeds being pledged for the redemption of first mortgage bonds. The report says:

We have no doubt the business of the current year will be considerably more than the past, and feel safe in estimating its aggregate at not less than \$450,000, which will not be sufficient to make such additions to equipment, in the way of rolling stock, additional sidings, station houses, &c., as will undoubtedly be necessary, together with operating expenses, interest, and other incidental expenses, and fully cancel the floating debt, a portion of which will require to be carried over into the next year.

The rolling stock of the company, which now consists of ten locomotives; six large, and four

small passenger coaches; two large, and two small baggage cars; two mixed train baggage cars, fifty box, and one hundred platform cars, is quite adequate for our present business, except in passenger coaches, of which, two more will be needed; and with a natural increase in business, another engine, and a few freight cars, may be necessary.

As the past year is the first of its operations over the whole line, from Jackson to Wenona, 116 miles, our earnings have been heretofore entirely conjectural. We can now calculate with more confidence, and compare earnings with corresponding periods of the past.

It is proper here to allude to other similar enterprises, now under contract; the completion of which, it is confidently predicted, will greatly add to our business. First—from Jackson to Fort Wayne, Indiana, 95 miles, which will afford a southern outlet for a large amount of the great staple of the Saginaw Valley, lumber. Nearly half of this line is expected to be opened for traffic the present season. Second—the Ionia and Lansing Railroad, leading from Lansing northwest to Pentwater, 127 miles, of which the division from Lansing to Ionia is under contract, and is also expected to be completed the present season, and will be a most important feeder to our road.

It is also believed the time is approaching, and if needed legislation asked for is granted—near at hand, when we can present the extension of our own road, north, via the Straits of Mackinaw, to Lake Superior, to capitalists, in so favorable a light as will insure its speedy completion; developing a section of this State, abounding in products of the forest, and of soil unsurpassed in fertility for agriculture by such extension, opening to settlement a vast territory, now almost an entire wilderness, for lack of any mode of access, thereby largely enhancing the value of the company's grant of the finest lands in the world, and developing a local business amply remunerative to the road.

As soon as our floating debt is paid, it will be the policy of the company to set apart a portion of the surplus earnings to a sinking fund; which, together with proceeds of lands sold, may be invested in the bonds of the company, so reducing its bonded debt and annual interest account.

BALANCE SHEET.

Construction account.....	\$2,609,249 72
Stockholders' balances.....	33,140 16
Traffic account.....	3,864 67
Land department.....	909 48
Bills receivable.....	19,401 88
Cash.....	47,854 80

**\$2,714,420 66**

Capital stock.....	\$548,605 00
Bonded debt, 1st mortgage.....	1,495,000 00
" 2d.....	400,000 00
Interest on municipal bonds, etc.....	11,226 72
Bills payable.....	102,861 43
Income account.....	116,392 79
Mortgage for Saginaw depot and docks.....	40,834 72

**\$2,714,420 66**

President.—HENRY A. HAYDEN.

Directors.—Henry A. Hayden, Dan'l B. Hibbard, W. D. Thompson, H. H. Smith, Peter B. Loomis, O. M. Barnes, Minos McRoberts, Jas. Turner, W. H. Chapman, N. Barnard, Thos. Merrill, Henry W. Sage.

Vice President.—H. H. SMITH.

Solicitor and Secretary.—O. M. BARNES.

Treasurer.—JAMES TURNER.

Superintendent.—ANDREW WATSON.

A contract has been made with Mr. J. Mahoney, of Delaware, to grade, lay the track, and ballast the Kent County Railroad. The contract was signed on the 7th inst. Work was to have commenced on the 15th.

## Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 16th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1867, and 1868, respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842-'43.

## ROADWAY.

	Miles of Track.		M. of Sidings.		Total.	
	1867.	1868.	1867.	1868.	1867.	1868.
Phila. and Reading.....	198.80	198.80	116.98	121.44	315.78	320.24
Mt. Carbon & Port Carbon	15.18	5.29	9.26	9.33	14.44	14.62
Mount Carbon.....	8.65	9.47	4.73	5.14	13.38	14.61
Lebanon Valley.....	86.66	86.66	15.66	15.80	102.32	102.46
Chester Valley.....	21.50	21.50	2.06	2.39	23.56	23.89
Schuylkill Valley.....	29.88	29.88	8.18	8.34	38.06	38.22
Mill Creek.....	16.64	15.58	9.53	8.71	26.17	24.29
Union.....	3.47	3.47	0.66	0.53	4.13	4.00
Good Spring.....	14.88	14.88	1.94	1.80	16.82	16.68
Lorberry Creek.....	6.62	5.94	0.89	0.66	7.51	6.60
Little Schuylkill.....	32.83	32.83	17.50	18.62	50.33	51.45
East Mahanoy.....	11.88	11.12	3.05	2.98	14.43	14.10
Port Kennedy.....	0.78	0.78	.....	.....	0.78	0.78
West Reading.....	1.74	1.74	0.89	1.00	2.63	2.74
Mine Hill and Sch. Haven.	93.33	93.33	51.93	52.83	145.26	145.66
Zerbe Valley.....	.....	15.32	.....	4.33	.....	19.65
Perkiomen.....	.....	10.20	.....	1.50	.....	11.70
Total miles.....	532.34	556.79	238.26	249.90	770.60	806.69
	525.70	532.34	222.95	238.26	748.65	770.60
Increase over previous yr..	6.64	24.45	15.31	11.64	21.95	36.09

## LOCOMOTIVES AND CARS.

	1867.		1868.	
Locomotives—1st class engines.....	201	205	201	205
" 2d ".....	25	22	25	22
" 3d ".....	5	5	5	5
" 4th ".....	4	4	4	4
Total.....	235	236	235	236
On Mine Hill Railroad (not included above).....	33	33	33	33
Aggregate on all roads operated.....	268	269	268	269
	No of cars.		Equiv. 4 wheel.	
	1867.	1868.	1867.	1868.
Coal cars—8 wheel, iron cars.....	3	8	6	6
" " wooden cars.....	4,081	4,234	8,162	8,486
" 4 wheel, iron cars.....	2,834	2,713	2,834	2,713
" " wooden cars.....	2,114	2,101	2,114	2,101
Total.....	9,032	9,048	13,116	13,306
Freight cars—16 wheel platform gun cars.....	1	1	4	4
" 8 wheel, house cars.....	881	397	762	794
" " cattle cars.....	38	38	76	76
" " platform.....	647	661	1,294	1,322
" " lime.....	20	40	40	80
" 4 wheel house.....	109	68	109	68
" " cattle.....	2	2	2	2
" " platform.....	43	26	41	26
" " sand and ore.....	10	10	10	10
" " lime.....	130	130	130	130
Total freight cars.....	1,879	1,873	2,468	2,512
Passenger cars—8 wheel.....	79	84	158	169
Baggage ".....	20	23	40	46
Mail and express cars—8 wheel.....	11	12	22	24
Total passenger trains.....	110	119	220	239
In addition to the above there are used in the management of the road:				
In the Transportation Department:	1867.	1868.	1867.	1868.
8 wheel house cars, wreck trains.....	5	5	10	10
" platform cars, with cranes.....	8	9	16	18
" crate cars, for sawed wood.....	2	2	4	4
4 wheel house cars, wreck trains.....	5	5	5	5
" open cars, for cord wood.....	71	58	71	58
" " depot, fuel, etc.....	3	3	3	3
" pass. and baggage cars for stock trains, &c.....	5	5	5	5
Total in transportation department.....	99	87	114	108
In use on Mine Hill Railroad.....	68	98	67	111
And in the Roadway Department.....	309	332	368	398
8 wheel passenger cars.....	1	1	2	2
Aggregate of all cars.....	10,996	11,058	16,855	16,664

## GENERAL ACCOUNT.

	1867.	1868.
Preferred stock.....	\$1,551,800 00	\$1,551,800 00
Common stock.....	21,192,067 27	22,304,301 35
Stock issued in payment of dividend.....	1,056,234 08	2,446,250 89
Bonds converted into stock.....	56,000 00	.....
Aggregate stock.....	\$23,856,101 35	\$26,301,351 74
Loans—5 p. c. sterling bonds, 1836-'80.....	\$182,400 00	\$182,400 00
" 6 p. c. dollar " 1849-'70.....	2,656,600 00	401,630 00
" 6 p. c. " " 1861-'71.....	106,000 00	106,000 00
" 6 p. c. " " 1843-'80.....	549,000 00	549,000 00
" 6 p. c. sterling " 1843-'80.....	976,800 00	976,800 00
" 6 p. c. dollar " 1844-'80.....	804,000 00	804,000 00
" 6 p. c. " " 1848-'80.....	101,000 00	101,000 00
" 6 p. c. " " 1849-'80.....	67,000 00	67,000 00
" 6 p. c. " (conv) " 1857-'86.....	171,500 00	171,500 00
" 7 p. c. sterling " 1836-'72.....	110,400 00	110,410 00
" 7 p. c. " " 1836-'74.....	43,200 00	43,200 00
" 7 p. c. " " 1836-'77.....	134,400 00	134,400 00
" 6 p. c. dollar " 1868-'93.....	.....	477,500 00
" 7 p. c. " " 1868-'93.....	.....	2,255,000 00
Aggregate loans.....	\$5,902,300 00	\$6,379,800 00
Sinking fund stock, created in lieu of bonds purchased and cancelled.....	\$320,000 00	\$.....
Bonds and mortgages on real estate.....	658,525 17	550,425 17
Balance of reserved fund.....	2,449,255 96	1,921,975 78
Total debtor side.....	\$33,186,182 48	\$35,253,552 69
Railroad.....	\$14,716,224 02	\$14,825,662 78
Depots.....	1,082,963 56	1,736,463 78
Locomotives and cars.....	3,765,774 45	3,765,774 45
Real estate.....	2,280,611 34	2,405,275 43
P. R. and P. telegraph stock.....	20,730 00	20,730 00
Lebanon Valley Branch.....	4,584,430 81	4,584,430 81
Willow street Railroad.....	100,000 00	100,000 00
Pottsville Water Company stock.....	24,304 65	24,304 65
Pottstown Gas Company stock.....	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock.....	553,575 83	553,575 83
Shamokin Valley & Pottsville R. R. purchase.....	50,000 00	50,000 00
Greenwood Coal Co. purchase of railroad.....	18,750 00	18,750 00
Mahanoy and Br. Mt. R. R. stock and bonds.....	1,582,950 00	1,924,050 00
Lorberry Creek R. R. stock.....	50,950 00	50,950 00
East Mahanoy R. R. stock.....	237,645 61	237,645 61
Good Spring R. R. stock.....	100,000 00	100,000 00
Port Kennedy R. R. stock.....	10,550 00	10,550 00
East Pennsylvania R. R. stock.....	364,500 00	364,500 00
Reading and Columbia R. R. stock.....	232,480 00	232,480 00
Union Canal R. R. stock.....	200,000 00	200,000 00
Added in past year:		
Real estate.....	124,664 09	163,734 74
New engine houses, Reading, &c.....	73,227 34	.....
New wharves at Richmond.....	177,563 79	.....
Good Spring R. R. extension.....	.....	73,326 75
Sidings, &c.....	109,738 76	.....
Zerbe Valley R. R. ....	.....	400,000 00
Mahanoy and Broad Mountain R. R. stock.....	341,100 00	197,550 00
New rolling mill at Reading.....	452,709 09	154,458 61
Other railroad stocks.....	.....	396,898 00
Total assets.....	\$31,208,443 34	\$32,728,425 13
Assets—cash items.....	264,562 44	753,243 72
" stock and bonds held by company.....	2,195,882 43	2,341,232 58
Materials on hand, &c.....	1,056,926 03	997,888 75
Debts due (current, partly secured).....	550,763 12	835,771 19
Total assets.....	\$4,068,134 02	\$4,927,631 24
Liabilities—debts due by company.....	\$1,302,062 49	\$1,511,728 87
" coupons to Jan. 1.....	149,223 00	160,575 50
" interest on bonds & mortgages.....	14,687 60	14,669 73
" sinking funds.....	444,858 04	513,458 04
" credit balance of insurance fund.....	43,757 86	61,240 50
" credit balance renewal fund.....	13,386 42	12,290 60
" U. S. and State taxes on div. ....	122,419 47	128,540 44
Total liabilities.....	\$2,000,394 88	\$2,402,503 80
Assets over liabilities.....	\$1,977,739 14	\$2,525,127 56
Total credit side.....	\$33,186,182 48	\$35,253,552 69
Coal Transported—Total tons of 2,240 lbs.....	3,446,826	3,574,874
Total amount of coal to date, in tons of 2,240 lbs.....	46,077,584	49,652,458
Merchandise Transported—Tons of 2,000 lbs.:.....		
Total way-billed and paying freight.....	1,185,896	1,220,596



Materials Transported—Tons of 2,000 lbs.	1867.	1868.
Total, including ballast, timber, rails, etc.	242,526	220,946
Tonnage, including passengers, in tons of 2,000 lbs.	5,421,538	5,488,558
Total tonnage of road to date, in tons of 2,000 lbs.	64,964,776	70,458,384

Statement of passenger travel in 1867 and 1868:

Number of passengers	1,278,644	1,194,575
Number of miles traveled	32,175,185	30,767,713
Equivalent number of through passengers	345,970	330,885
Number of passengers to date, including Phila. Br.	10,690,370	11,884,945

## TRANSPORTATION AND INCOME ACCOUNT.

	1867.	1868.
Receipts from travel	\$1,005,647 16	\$987,606 41
" freight on goods	1,525,550 55	1,415,723 41
" freight on coal	6,404,878 50	6,252,223 73
" United States mail, etc.	170,420 02	186,283 50
Total receipts	\$9,106,496 23	\$8,791,937 05
Schenckill Nav. Co., rents etc.	116,192 12	110,948 19
Balance from previous year	1,608,626 58	1,454,031 42
Total resources	\$10,831,214 93	\$10,356,916 66
Running account	\$1,570,531 79	\$1,506,742 58
Workshop	1,433,418 72	1,363,376 96
Depot	221,483 23	211,421 38
Superintendence	375,861 06	406,084 07
Roadway	740,297 69	697,988 01
Bridges	57,835 51	64,571 75
Buildings	72,174 13	99,852 89
Machinery	58,736 34	55,164 55
Richmond wharves	65,645 34	66,808 58
Police	37,490 98	37,573 79
Sundries	84,088 94	39,124 69
Drawbacks	143,847 65	147,507 82
Rents and ground rents	563,895 38	550,852 51
Profit and loss, damages &c.	92,859 23	72,937 38
Insurance account	15,640 00	15,150 00
Taxes, U. S. and State &c.	284,595 22	215,948 11
Renewal fund	498,576 21	521,410 89
Total expenses	\$6,266,434 08	\$6,162,510 91
Interest on bonded debt and mortgages	395,108 56	413,007 01
New works and equipment	336,519 79	409,837 20
Sinking funds	68,600 00	68,600 00
Total disbursements	\$7,066,662 43	\$7,053,955 12
Total reserved fund	\$3,764,480 50	\$3,302,961 54
Dividends to January	\$2,310,449 08	2,797,570 10
Leaving a balance of	\$1,454,031 42	\$506,391 44

## PROGRESS OF THE COMPANY.

Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1868:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends.	Amount.	Rate.
1843	\$7,119,292	\$214,923	\$394,318	\$179,495	\$.....	.....	.....
1844	9,898,354	597,613	329,442	268,171	.....	.....	.....
1845	10,276,351	1,078,031	570,726	507,305	.....	.....	.....
1846	11,581,441	1,900,115	862,320	1,037,795	312,000	10*	.....
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*	.....
1848	14,396,458	1,692,555	1,212,029	480,526	.....	.....	.....
1849	16,318,087	1,938,591	1,028,245	910,346	.....	.....	.....
1850	16,325,832	2,363,958	1,169,455	1,194,503	249,590	6	.....
1851	16,649,515	2,294,975	1,304,291	990,684	.....	.....	.....
1852	17,141,987	2,480,262	1,340,797	1,139,329	722,971	8*	.....
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3	.....
1854	18,464,115	3,781,689	1,771,101	2,010,438	587,423	10*	.....
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	8*	.....
1856	19,163,151	2,879,584	1,979,019	1,900,565	770,530	8	.....
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4	.....
1858	23,811,910	2,510,751	1,882,720	1,128,031	.....	.....	.....
1859	24,070,835	2,724,923	1,478,477	1,246,446	.....	.....	.....
1860	24,161,889	3,312,546	1,686,561	1,625,985	.....	.....	.....
1861	24,481,217	2,905,838	1,282,133	1,623,705	.....	.....	.....
1862	25,126,389	3,911,890	1,816,155	2,095,735	699,788	7*	.....
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*	.....
1864	25,469,544	9,269,341	4,961,190	4,308,151	2,618,129	15*	.....
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,226,471	10*	.....
1866	29,929,440	10,902,819	6,738,747	4,164,072	2,564,918	10*	.....
1867	31,208,443	9,106,496	6,266,434	2,840,062	2,508,029	10*	.....
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,797,570	10*	.....

\* Paid in stock. † Paid in stock or cash as preferred.

## Statement of the gross receipts annually, 1843-'68:

Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.
1843	\$71,895	\$5,656	\$278,840	\$37,927	\$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,989	60,588	1,078,081
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	162,432	19,855	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,194	180,612	2,688,287
1854	272,367	28,823	2,253,823	231,626	2,781,639
1855	301,952	22,996	3,661,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	41,409	2,828,158	599,620	3,812,546
1861	338,905	49,590	2,111,023	406,321	2,905,839
1862	403,564	105,431	2,879,419	523,416	3,911,880
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,185,277	11,142,519
1866	1,026,317	209,366	8,245,697	1,421,589	10,902,819
1867	1,095,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937

## Statement of the number of engines and cars, and of the mileage of engines annually, 1843-'68:

Years.	Engines.	Number of Passenger Cars.	Number of Freight Cars.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,186,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,233,144
1851	89	28	5,126	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,517,931
1854	121	46	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,685	1,702,257
1860	145	64	5,596	1,862,485
1861	145	65	6,673	1,695,927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,689,309
1866	234	105	10,451	4,261,323
1867	235	110	10,886	4,356,385
1868	236	119	11,071	4,500,135

## Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843-'68:

Years.	Passengers Carried.	Coal.	Merchandise.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,507	63,625	157,450	1,743,600
1851	127,590	1,650,270	63,807	219,731	2,145,122
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,682,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,384	247,478	2,909,567
1856	282,300	2,088,903	198,886	236,700	2,816,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,982	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,123	160,084	2,815,898
1861	368,657	1,689,535	324,958	143,237	2,346,906
1862	396,416	2,310,991	451,733	171,399	3,269,953
1863	576,861	3,065,261	652,364	224,071	4,391,577
1864	1,048,501	3,085,577	807,105	242,908	4,600,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907
1867	1,278,644	3,446,826	1,185,896	242,526	5,421,588
1868	1,194,575	3,674,374	1,230,596	290,946	5,448,569



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. 100	\$1,774,824			Hartford and New Haven. 100	\$330,000	J. A. J. & O. Apr. '99		Port, Saco & Portsmouth. 100	\$1,500,000	J. & D.	Dec. '98
Allegheny Valley. 60	2,000,000			Hannibal and St. Joseph. 100	1,900,000			Providence & Worcester. 100	1,900,000	J. & J.	Jan. '99
Atlanta and West Point. 100	1,322,200	J. & J.	July '98	Do. do pref. 100	2,233,330			Richmond and Gaston. 100	2,000,000		Oct. '98
Atlantic & N. Carolina. 100	5,446,225			Hanover Branch, Pa. 60	116,850	M. & N.	Nov. '98	Rensselaer and Saratoga. 100	2,000,000	A. & O.	Oct. '98
Atlantic & Gt. Western. 60	25,979,923			Romantic. 100	820,000			Richmond and Danville. 100	2,000,000		
Do. pref. 60	1,919,000			Do. pref. 100	1,180,000	J. & J.	Jan. '99	Richmond and Petersburg. 100	847,100		
Atlantic & St. Lawrence. 100	2,494,900	J. & J.	Jan. '99	Hudson River. 100	13,937,100	A. & O.	Apr. '99	Rich. Fred. and Potomac. 100	1,041,800		
Augusta and Savannah. 100	733,700	J. & J.	Jan. '99	Huntingdon & B'd Top. 60	494,350			Rockport. 100	83,400		Nov. '98
Baltimore and Ohio. 100	18,157,942	A. & O.	Oct. '98	Do. pref. 60	190,760	J. & J.	Jan. '99	Rome, Watert. and O'nb. 100	2,400,000	J. & J.	Jan. '99
Do. Washington Br. 100	1,360,000	A. & O.	Oct. '98	Illinois Central. 100	28,415,780	F. & A.	Jan. '99	Rutland preferred. 100	2,300,000	F. & A.	Feb. '99
Baltimore City Passenger. 100	670,000	J. & J.	Jan. '99	Indianapolis, Cin. & Lafayette. 60	6,185,897	M. & S.	Sep. '97	St. L., Al. and T. Haute. 100	2,400,000	Annual	May '97
Bay de Noquet & Marq. 100	1,360,000	A. & O.	Apr. '98	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '99	St. L., Jack'n.v. and Chic'o. 100	1,469,429		
Belleville and Line. 100	4,430,000	F. & A.	Feb. '98	Joliet and Chicago. 100	1,500,000	J. A. J. & O.	Apr. '99	Sandusky and Cincinnatti. 100	2,089,000		
Belvidere Delaware. 100	920,250			Joliet & North Indiana. 100	800,000	J. & J.	July '98	Do. pref. 100	445,696	M. & N.	Nov. '98
Berkshire. 100	600,000	J. A. J. & O.	Apr. '98	Lackawanna & Bloomb. 100	1,335,000			Sand, Mansf. and Newark. 100	901,241		
Blossburg & Corning. 100	1,100,000	J. & J.	Dec. '98	Leeds and Farmington. 100	2,158,886	J. & J.	Jan. '99	Savannah and Charleston. 100	1,000,000		
Boston and Albany. 100	12,725,100	J. & J.	Jan. '99	Lehigh and Mahanoy. 60	6,739,900	M. & N.	Nov. '98	Schuylkill and Susqueh. 60	1,299,160		
Boston and Chelsea. 100	110,000	A. & O.	Apr. '99	Lehigh and Susquehanna. 60	10,731,400	J. A. J. & O.	Apr. '99	Second and Third St. (Ph.) 60	203,767	J. & J.	Jan. '99
Boston, Concord & Mont. 100	469,000			Lehigh Valley. 100	344,650	J. & J.	Jan. '99	Schuylkill Valley. 100	576,050	J. & J.	Jan. '99
Do. do. pref. 100	1,340,400	M. & N.	Nov. '98	Lehigh Luzerne. 100	614,650	J. & J.	Jan. '99	Seaboard and Roanoke. 100	868,200		
Boston and Lowell. 100	1,321,500	J. & D.	Dec. '98	Lexington & Frankfort. 100	3,572,400	J. & D.	Dec. '98	Second Avenue (N. Y.). 100	670,000	A. & O.	Oct. '98
Boston and Maine. 100	4,076,974	J. & J.	Jan. '99	Little Miami. 100	1,904,397	J. & D.	Jun. '98	Shamokin V. and Potomac. 100	869,450	F. & A.	Feb. '99
Boston and Providence. 100	3,360,000	J. & J.	Jan. '99	L. M. & C. and K. (Joint). 100	2,446,100	J. & J.	Jan. '99	Shore Line. 100	636,000	J. & J.	Jan. '99
Broadway (South Boston). 100	325,000	J. A. J. & O.	Apr. '99	Little Schuylkill. 100	90,000			Sixth Avenue (N. Y.). 100	760,000	Nov. '98	
Broadway & 7th Av. (N. Y.). 100	1,100,000	F. & A.	Feb. '99	Lomb. and South St. (Ph.) 25	300,000			Somerville. 100	75,000	M. & N.	Nov. '98
Brooklyn City. 100	1,000,000			Long Island. 60	3,000,000	F. M. A. N.	Aug. '98	South Carolina. 100	5,819,275		
Brooklyn City & New'n. 100	1,100,000			Long Branch & Sea Shore. 60	95,194			South Shore. 100	269,685		
Buffalo, Bradford & Pitts. 100	950,000	M. & N.	Nov. '98	Louisville, Cin. and Lex. pr. 100	1,121,222	J. & J.	Jan. '99	South Western, Georgia. 100	3,203,400	F. & A.	Apr. '98
Buff. New York & Erie. 100	950,000	F. & A.	Feb. '99	Louisville and Frankfort. 60	1,109,994	J. & J.	Jan. '99	Staten Island. 100	660,000	J. & J.	Jan. '99
Buffalo and Erie. 100	500,000	F. & A.	Feb. '99	Louisville and Nashville. 100	7,969,186	F. & A.	Feb. '99	Stony Brook. 100	237,800	M. & N.	Nov. '98
Cambridge Horse (Boston). 100	77,800	A. & O.	Apr. '99	Louisville and Chicago. 100	2,800,000			Steuersville and Indiana. 100	1,983,141		
Camden and Amboy. 100	1,921,412	F. & A.	Feb. '99	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '99	Stockbridge & Pittsfield. 100	448,700		
Camden and Atlantic. pref. 60	300,000			Macon and Western. 100	1,500,000			Summit Branch. 100	250,000	J. & J.	Jan. '99
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount'n. 60	1,076,910			Syr., Bingham. and N. Y. 100	1,314,130		
Cape Cod Branch. 60	721,923	J. & J.	Jan. '99	Maine Central. 100	1,000,860			Taunton Branch. 100	280,000	J. & J.	Jan. '99
Cape May and Millville. 100	1,100,000	J. & D.	Dec. '98	Manchester & Lawrence. 100	1,000,000	M. & N.	Nov. '98	Tennessee and Alabama. 100	685,922	J. & J.	Jan. '99
Catawissa. 100	1,150,000			Marietta & Cincinnati. 100	3,018,374			Terre Haute and Indiana. 60	1,983,150	J. & J.	Jan. '99
Catawissa, pref. 60	2,300,000	M. & N.	Nov. '98	Do. 1st pref. 60	6,688,135	M. & S.	Sep. '98	Third Avenue (N. Y.). 100	1,750,000		
Cayuga & Susquehanna. 60	689,110	J. & J.	Jan. '99	Do. 2d pref. 60	4,081,744	M. & S.	Sep. '98	Thirteenth and Fif. (Ph.) 60	2,700,000	J. & J.	Jan. '99
Central of Georgia. 100	4,666,000	J. A. J. & O.	Jan. '99	Memphis and Charleston. 100	370,000			Tol., Peoria and Warsaw. 100	2,700,000		
Central of New Jersey. 100	15,768,000	J. & J.	Jan. '99	Memphis and Ohio. 100	1,260,000	J. & J.	Jan. '99	Do. (E. D.) pref. 100	1,700,000		
Central Ohio. 100	2,600,000	J. & D.	Dec. '98	Metropolitan (Boston). 100	1,450,000	J. & J.	Jan. '99	Do. (W. D.) pref. 100	1,300,000		
Do. pref. 100	400,000	J. & D.	Dec. '98	Michigan Central. 100	6,477,366	J. & J.	Jan. '99	Tol., Wabash and West. 100	6,700,000		
Gen. Park, N. & E. River. 100	970,000	J. A. J. & O.	Apr. '99	Mich. So. & North. Ind. 100	10,019,400	F. & A.	Feb. '99	Do. pref. 100	1,000,000	M. & N.	Nov. '98
Chemung. 100	580,000			Do. guaranteed. 100	580,000	F. & A.	Feb. '99	Troy and Boston. 100	607,111		
Chesire, preferred. 100	2,017,825	Annual	Jan. '99	Middlesex (Boston). 100	400,000	J. & J.	Jan. '99	Troy and Greenbush. 100	274,400	J. & D.	Jun. '99
Chicago and Alton. 100	5,141,800	M. & S.	Mar. '99	Mill Creek and Mineh'l. 60	323,376	F. & A.	Aug. '98	Union Transport'n (Bos.). 100	200,000		
Do. pref. 100	2,425,400	M. & S.	Mar. '99	Millville and Glassboro. 100	405,020			Union (Phila.). 60	291,475	J. & J.	Jan. '99
Chicago, Burl. & Quincy. 60	12,500,000	M. & S.	Mar. '99	Mobile and Ohio. 100	2,998,081			Utica and Black River. 100	834,400	J. & J.	Jan. '99
Chicago, Iowa & Nebraska. 100	2,900,000			Do. 1st pref. 100	5,214,250	Annual	Feb. '98	Vermont and Canada. 100	2,600,000	J. & J.	Dec. '98
Chicago and Milwaukee. 100	2,327,000			Do. 2d pref. 100	1,014,000	Annual	Feb. '98	Vermont Central. 100	6,000,000		
Chicago & N. Western. 100	14,555,676	J. & D.	Dec. '98	Do. pref. 100	5,496,892	J. & J.	Jan. '99	Vermont and Massachusetts. 100	2,500,000	J. & J.	Jan. '99
Do. pref. 100	16,355,287	J. & D.	Dec. '98	M. Hill & Schuylk. Haven. 60	3,776,400	J. & J.	Jan. '99	Vicksburg and Meridian. 100	387,400		
Chicago, R. I. & Pacific. 100	14,000,000	Apr. '99		Mobile and Ohio. 100	7,762,400	J. & J.	Jan. '99	Virginia Central. 100	3,853,679		
Cin. Ham. & Dayton. 100	3,521,664	Sep. '98		Montgomery & W. Point. 100	1,644,100	J. & D.	Dec. '98	Western Union. 100	4,297,793		
Cincinnati City Passenger. 100	1,047,350	J. & J.	Jan. '99	Morris & Essex. 100	8,016,350			West Jersey. 100	804,150		
Do. Street. 100	1,047,350	J. & J.	Jan. '99	Mt. Carbon & Pt. Carbon. 60	282,350	J. & J.	Jan. '99	West Philadelphia. 100	249,100	J. & J.	Jan. '99
Cincinnati and Zanesville. 60	1,974,345	J. & J.	Jan. '99	Nashua and Lowell. 100	120,000	M. & N.	Nov. '98	Wilm. and Weldon. 100	1,463,775		
Citizens Passenger (Phila.). 60	192,750	J. & J.	Jan. '99	Nashua & Chattanooga. 100	2,056,544	F. & A.	Feb. '99	Winchester and Potomac. 100	1,547,650	J. & J.	Jan. '99
Clev. Col. Cin. & Ind. 100	10,450,000	F. & A.	Feb. '99	Neugatuck. 100	1,436,000			Worcester and Nashua. 75	1,522,500	J. & J.	Jan. '99
Cleveland & Mahoning. 100	2,056,400	M. & N.	Nov. '98	New Bedford & Taunton. 100	600,000	J. & J.	Jan. '99				
Cleveland, Paines & Asht. 100	7,750,000	J. & J.	Jan. '99	New Haven & N. London. 100	738,568						
Cleveland and Pittsburgh. 100	5,424,091	J. A. J. & O.	Apr. '99	N. Haven & Northampton. 100	1,344,000	J. & J.	Jan. '99				
Cleveland and Toledo. 60	6,000,000	J. & J.	Jan. '99	New Jersey. 100	6,000,000	F. & A.	Feb. '99				
Col. Chi. & Indiana Cen. 100	11,420,000			New London Northern. 100	895,000	F. & A.	Feb. '99				
Columbus and Xenia. 60	1,756,200	J. & J.	Jan. '99	New York Central. 100	28,337,000	F. & A.	Feb. '99				
Concord. 100	1,500,000	M. & N.	Nov. '98	Do. Int. certificate. 100	22,929,000						
Concord & Portsmouth. 100	350,000	J. & D.	Dec. '98	Do. pref. 60	6,235,050	J. & J.	Jan. '99				
Coney Island & Brooklyn. 100	600,000			Do. pref. 100	1,500,000	J. & J.	Jan. '99				
Conn. & Passump. Rivers. 100	139,000	J. & J.	Jan. '99	Do. pref. 100	6,000,000	J. & J.	Jan. '99				
Do. do. pref. 100	1,822,100	J. & J.	Jan. '99	Do. pref. 100	2,000,000	J. & J.	Jan. '99				
Connecticut River. 100	1,700,000	A. & O.	Oct. '98	Do. pref. 100	1,000,000	J. & J.	Jan. '99				
Cumberland Valley. 60	1,316,900			Do. pref. 100	797,400						
Danbury and Norwalk. 100	400,000			Do. pref. 100	4,000,000						
Dayton and Michigan. 100	2,392,351	J. & J.	Jan. '99	Do. pref. 100	4,498,900	F. M. A. N.	Feb. '99				
Delaware. 60	594,260	J. & J.	Jan. '99	Do. pref. 100	156,000						
Del. Lackaw. & Western. 60	13,386,020	J. & J.	Jan. '99	Do. pref. 100	3,064,400	J. & D.	Dec. '98				
Des Moines Valley. 100	1,820,200			Do. pref. 100	3,150,150						
Detroit & Milwaukee. 100	1,047,350			Do. pref. 100	2,363,600	J. & J.	Jan. '99				
Do. pref. 100	1,500,000			Do. pref. 100	3,024,000	J. & J.	Jan. '99				
D. Dock, E. B'dw. & Bat. 100	1,300,000			Do. pref. 100	3,994,900	A. & O.	Apr. '99				
Dubuque and Sioux City. 100	1,673,841	Annual	Jan. '99	Do. pref. 100	20,000,000						
Do. do. pref. 100	1,987,351	J. & J.	Jan. '99	Do. pref. 100	5,000,000	J. A. J. & O.	Apr. '99				
Eastern (Mass.). 100	3,833,300	J. & J.	Jan. '99	Do. pref. 100	4,259,000	J. & J.	Jan. '99				
Eastern (N. H.). 100	492,500	J. & J.	Jan. '99	Do. pref. 100	4,849,320						
East Pennsylvania. 100	654,000			Do. pref. 100	281,550						
East Tenn. and Georgia. 100	2,389,730			Do. pref. 100	482,400	F. & A.	Feb. '99				
East Tenn. and Virginia. 100	687,800	J. A. J. & O.	Jan. '99	Do. pref. 100	3,614,515	J. & J.	Jan. '99				
Eight Avenue (N. Y.). 100	1,000,000	F. & A.	Feb. '99	Do. pref. 100	7,000,000	J. A. J. & O.	Apr. '99				
Elm. Jeffers. & Canad. 100	800,000	M. & N.	Nov. '98	Do. pref. 100	248,500	J. & J.	Jan. '99				
Elmira & Williamsport. 60	800,000	J. & J.	Jan. '99	Do. pref. 100	630,000	J. & J.	Jan. '99				
Do. do. pref. 60	800,000	F. & A.	Feb. '99	Do. pref. 100	21,045,750	M. & N.	Nov. '98				
Erie Railway. 100	67,756,300	Annual	Jan. '99	Do. pref. 100	1,300,000	A. & O.	Apr. '99				
Do. pref. 100	6,538,910			Do. pref. 100	5,996,700	J. & J.	Jan. '99</				



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1905.....	475,641	432,379	385,991	412,621	464,607	498,943	466,808	569,699	589,160	599,670	474,058	388,573	5,696,119
1906.....	377,852	380,190	489,555	407,018	465,102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5,167,371
1907.....	404,467	393,251	408,847	388,654	355,255	359,194	343,325	413,484	480,430	464,376	455,910	.....	.....
<b>Chicago and Alton:</b>													
1905.....	109,850	101,355	104,372	122,084	132,901	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1906.....	100,991	154,413	195,803	162,723	178,786	206,090	224,267	312,165	354,554	320,870	307,803	252,015	2,770,484
1907.....	280,503	275,283	299,088	258,480	322,275	355,270	335,985	409,251	401,280	357,958	307,919	236,824	3,840,092
1908.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	287,280	322,638	390,223	323,030	271,247	3,696,153
1909.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1910.....	276,117	275,140	267,094	279,121	308,342	384,504	404,012	558,101	498,193	503,748	409,569	361,701	4,508,613
1911.....	339,762	304,823	393,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Rock Island and Pacific:</b>													
1905.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,297
1906.....	168,736	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,880	324,865	336,617	321,087	3,096,470
1907.....	246,554	246,331	289,403	196,580	224,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1908.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,293	3,496,932
1909.....	292,047	224,621	272,454	268,369	297,625	276,631	297,513	444,024	566,403	599,549	442,275	377,053	4,368,614
1910.....	308,587	297,464	276,431	288,700	308,991	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,641,973
1911.....	338,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1905.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1906.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1907.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1908.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1909.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1910.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1911.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Erie:</b>													
1905.....	1,185,746	987,938	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,412
1906.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,812	1,289,024	1,444,745	1,498,716	1,421,881	1,041,616	14,139,394
1907.....	1,031,320	901,752	1,136,994	1,293,742	1,163,612	1,089,905	1,093,043	.....	.....	.....	.....	.....	.....
<b> Illinois Central:</b>													
1905.....	190,130	226,637	181,084	191,048	208,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,837
1906.....	299,944	271,085	275,643	289,224	334,687	407,962	345,920	511,305	478,570	496,433	437,679	424,531	4,571,028
1907.....	327,900	416,583	459,762	428,797	408,373	510,100	425,578	640,179	799,236	661,391	657,141	608,402	6,320,447
1908.....	671,536	523,972	616,085	516,098	490,678	617,682	578,403	747,489	739,756	641,599	643,897	518,088	7,181,208
1909.....	600,053	506,295	505,465	411,005	569,250	667,679	459,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1910.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,180,922
1911.....	587,443	636,165	444,443	518,900	572,551	629,249	649,714	794,326	889,967	931,530	685,401	681,041	7,517,692
1912.....	681,656	658,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Marietta and Cincinnati:</b>													
1905.....	90,411	85,447	84,351	81,181	98,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,299
1906.....	94,136	79,970	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,712
1907.....	92,433	81,599	98,452	103,461	95,419	95,924	108,413	120,556	121,519	126,065	119,169	121,408	1,294,096
1908.....	95,517	91,696	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Michigan Southern &amp; Northern Indiana:</b>													
1905.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,390	348,048	3,302,543
1906.....	260,600	304,445	338,454	330,651	267,126	315,258	278,591	358,862	402,219	407,107	448,994	411,806	4,120,152
1907.....	363,996	366,361	413,974	365,130	351,459	387,094	301,613	418,675	486,808	524,760	495,072	351,799	4,526,727
1908.....	312,846	277,234	412,715	413,970	413,024	384,634	338,585	384,401	429,177	498,655	429,544	352,218	4,660,328
1909.....	306,857	311,088	396,372	406,248	357,749	397,968	313,130	434,518	488,358	530,871	429,783	380,084	4,668,594
1910.....	362,021	333,335	381,497	405,983	400,456	365,550	301,496	486,781	612,623	632,061	419,005	426,313	4,929,050
1911.....	378,781	363,881	463,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Michigan Central:</b>													
1905.....	230,159	159,658	151,902	175,696	188,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1906.....	242,073	245,858	286,452	238,495	236,463	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,165,065
1907.....	262,435	278,849	348,802	338,271	271,555	265,780	255,204	340,781	408,445	410,882	405,510	375,470	3,970,940
1908.....	306,324	279,137	344,228	337,240	401,456	365,683	329,105	413,601	476,661	490,694	447,670	375,870	4,620,559
1909.....	282,435	266,796	337,153	348,737	366,190	335,953	324,966	359,646	429,161	493,640	414,804	308,669	4,260,115
1910.....	304,095	286,611	375,210	362,783	335,952	284,977	313,921	368,963	464,778	506,296	412,684	339,373	4,871,073
1911.....	343,516	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,326	390,671	4,669,251
1912.....	334,120	320,636	396,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Milwaukee and St. Paul:</b>													
1905.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,693,609
1906.....	308,487	350,884	383,281	435,629	565,718	459,094	423,247	622,545	1,028,620	1,037,484	629,927	468,796	6,517,592
1907.....	454,130	390,253	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> New York Central:</b>													
1905.....	957,809	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,762	1,524,434	1,528,839	1,498,356	1,117,858	14,575,128
1906.....	1,086,960	896,887	1,135,745	1,190,491	1,170,415	1,094,533	1,185,401	1,286,911	1,480,929	1,630,618	1,211,108	935,867	14,142,216
1907.....	901,671	846,853	1,076,773	1,227,296	1,093,731	934,536	1,101,693	1,398,915	1,739,073	.....	.....	.....	.....
<b> Ohio and Mississippi:</b>													
1905.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	382,400	278,006	346,243	275,950	3,311,077
1906.....	269,223	239,139	313,914	271,527	290,916	304,463	349,235	344,700	350,348	372,618	412,553	284,519	3,793,005
1907.....	267,541	246,109	320,226	277,424	298,130	335,925	247,262	306,454	278,701	310,762	302,426	281,613	3,880,583
1908.....	242,793	219,065	279,647	246,129	282,939	240,135	294,638	322,621	366,371	379,367	336,096	272,061	3,459,519
1909.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,567	307,122	268,629	274,697	232,961	2,994,041
1910.....	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b> Philadelphia and Reading:</b>													
1905.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1906.....	363,685	361,834	396,771	429,929	505,517	464,809	461,884	574,436	714,302	515,902	746,955	628,009	6,324,088
1907.....	494,742	532,786	617,021	669,384	757,178	938,188	711,457	1,170,241	1,125,036	764,561	1,032,149	812,178	9,555,510
1908.....	608,306	608,306	116,215	928,283	418,341	569,979	957,194	1,121,265	1,351,579	1,419,292	1,196,955	702,685	10,033,026
1909.....	738,061	725,967	779,198	861,604	1,109,267	1,140,8							

## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
<b>National Securities, Mar. 1, 1869.</b>							<b>Massachusetts—State Almshouse Loan.</b>						
Loan of Jan. 28, 1847	registered				Jan. & July.	1867		S. Almsh. and State H. Loan	100,000	5	May & Nov.	1872	
Loan of March 31, 1848	registered				"	1868		—Back Bay Land Loan	276,000	5	April & Oct.	73-74	101
"	coupon				"	1868		—Lun. Hosp. (W. Mass.)	220,000	5	May & Nov.	1882	
Texas Indemnity, of Sep. 9, 1850	coupon	256,000		presentation.	Due.			—Funding Loan	150,000	5	April & Oct.	1868	103
Loan of June 14, 1853	registered	20,000,000		Jan. & July.	1874	113		—Lun. Hosp. and State Prison.	75,000	5	June & Dec.	1868	
"	coupon			"	1874	118		—Lun. Hosp. (W. Mass.)	172,000	5	"	70-73	120
Loan of June 22, 1860	registered	7,022,000		"	1871	123		—Union Fund Loan	94,000	5	Jan. & July.	1874	120
"	coupon			"	1871	108		—Coast Defense Loan	50,000	5	June & Dec.	1877	125
Loan of Feb. 8, 1861	registered	18,415,000		"	1881	116		—Bounty Fund Loan	600,000	5	Jan. & July.	1877-78	
"	coupon			"	1881	115		—Union Fund Loan	893,000	5	"	1883	107
Oregon War Bonds of March 3, 1861	yearly	1,015,000		"	1881	111		—Union Fund Loan	200,000	5	"	1893	115
"	"			"	1881	111		—Union Fund Loan	4,379,500	5	May & Nov.	1894	100
Loan of July 17, 1861	registered	264,240,400		July.	1881			—Union Fund Loan	3,998,000	5	"	1894	
"	coupon			Jan. & July.	1881	115		—War Loan (currency)	850,000	5	Jan. & July.	1894	121
Loan of Feb. 25, 1862 (5-20s)	registered			"	1881	115		—Western R.R. Loan (sterling)	2,150,000	5	"	1894	121
"	coupon			May & Nov.	1882	109		—Eastern R.R. Loan	2,113,000	5	Mar. & Sept.	71-86	101
Loan of March 3, 1864 (5-20s)	registered			"	1882	120		—Southern Vermont R.R.	4,319,533	5	April & Oct.	68-71	
"	coupon			May & Nov.	1884	109		—Troy and Greenfield R.R.	275,000	5	Jan. & July.	68-71	
Loan of March 3, 1865 (5-20s)	registered			"	1884	114		—Troy and Greenfield R.R.	200,000	5	April & Oct.	1890	
"	coupon			Jan. & July.	1885	113		—Troy and Greenfield R.R.	985,500	5	"	91-92	107
"	2d series (5-20s)	1,002,687,300		"	1885	117		—Troy and Greenfield R.R.	554,150	5	"	88-90	
"	coupon			"	1886	114		—Troy and Greenfield R.R.	100,000	5	Jan. & July.	1878	88
"	3d series (5-20s)			"	1887	118		—Troy and Greenfield R.R.	216,000	5	"	1878	
"	coupon			"	1887	114		—Troy and Greenfield R.R.	1,760,000	5	"	72-83	88
Loan of March 3, 1864 (10-40s)	registered	194,567,300		"	1887	114		—Troy and Greenfield R.R.	250,000	7	"	1883	
"	coupon			Mar. & Sept.	1904	105		—Troy and Greenfield R.R.	1,111,500	5	"	1886	
Pacific R.R. Bonds (currency)		53,937,000		Jan. & July.	1904	105		—Troy and Greenfield R.R.	463,000	7	May & Nov.	1890	101
Texas Notes (7-30s) June 30, '61: 2d series	matured.			June & Dec.	1898	104		—Troy and Greenfield R.R.	100,000	7	Jan. & July.	1890	
" (7-30s) Mar. 3, '65: 3d series				Jan. & July.	1898			—Troy and Greenfield R.R.	2,275,000	7	"	1893	
Matured Debt not presented		6,160,464		presentation.				—Troy and Greenfield R.R.	2,000,000	7	"	1893	
Gold Certificates of Deposit		28,776,500		At maturity.	3 yrs			—Troy and Greenfield R.R.	5,000,000	7	"	1893	
Compound Interest Notes 1864-'65		356,021,073		"				—Troy and Greenfield R.R.	622,000	7	Jan. & July.	62-83	87
United States Notes (greenbacks)		57,140,000		"				—Troy and Greenfield R.R.	3,000,000	7	"	81-86	88
Fractional currency		36,781,547		"				—Troy and Greenfield R.R.	7,000,000	7	"	81-87	
Navy Pension Fund		14,000,000		"				—Troy and Greenfield R.R.	4,500,000	7	"	85-87	
				"				—Troy and Greenfield R.R.	4,250,000	7	"	83-89	
				"				—Troy and Greenfield R.R.	3,500,000	7	"	85-87	
				"				—Troy and Greenfield R.R.	650,000	7	"	1887	
				"				—Troy and Greenfield R.R.	700,000	7	"	1887	
				"				—Troy and Greenfield R.R.	1,194,100	7	Jan. & July.	67-78	100
				"				—Troy and Greenfield R.R.	600,000	7	May & Nov.	84-89	100
				"				—Troy and Greenfield R.R.	609,500	7	April & Oct.	67-74	
				"				—Troy and Greenfield R.R.	500,000	7	Jan. & July.	1890	100
				"				—Troy and Greenfield R.R.	1,798,900	7	Jan. & July.	67-84	99
				"				—Troy and Greenfield R.R.	1,002,900	7	Jan. & July.	86-90	102
				"				—Troy and Greenfield R.R.	783,400	7	"	87-92	100
				"				—Troy and Greenfield R.R.	700,000	7	J. A. J. & O.	1870	101
				"				—Troy and Greenfield R.R.	2,569,000	7	Jan. & July.	1877	100
				"				—Troy and Greenfield R.R.	27,726,500	7	"	1877	100
				"				—Troy and Greenfield R.R.	1,589,730	7	"	1878	100
				"				—Troy and Greenfield R.R.	800,000	7	"	1878	100
				"				—Troy and Greenfield R.R.	3,050,000	7	J. A. J. & O.	1871	100
				"				—Troy and Greenfield R.R.	6,000,000	7	"	1873	100
				"				—Troy and Greenfield R.R.	2,250,000	7	"	1874	102
				"				—Troy and Greenfield R.R.	1,400,000	7	"	75-77	103
				"				—Troy and Greenfield R.R.	909,907	7	Jan. & July.	1868	
				"				—Troy and Greenfield R.R.	442,960	7	May & Nov.	1875	
				"				—Troy and Greenfield R.R.	900,000	7	Jan. & July.	1878	99
				"				—Troy and Greenfield R.R.	800,000	7	"	1878	
				"				—Troy and Greenfield R.R.	1,168,000	7	J. A. J. & O.	1868	
				"				—Troy and Greenfield R.R.	167,000	7	"	1871	
				"				—Troy and Greenfield R.R.	4,500,000	7	"	1874	
				"				—Troy and Greenfield R.R.	366,000	7	Various.	69-78	88
				"				—Troy and Greenfield R.R.	8,334,000	7	Jan. & July.	81-90	60
				"				—Troy and Greenfield R.R.	650,000	7	April & Oct.	90-91	
				"				—Troy and Greenfield R.R.	2,500,000	7	Jan. & July.	1868	84
				"				—Troy and Greenfield R.R.	280,366	7	Jan. & July.	1870	100
				"				—Troy and Greenfield R.R.	2,138,532	7	"	1875	100
				"				—Troy and Greenfield R.R.	1,600,000	7	"	1881	101
				"				—Troy and Greenfield R.R.	4,096,309	7	"	1886	102
				"				—Troy and Greenfield R.R.	2,400,000	7	"	1875	102
				"				—Troy and Greenfield R.R.	218,674	7	Jan. & July.	77-82	92
				"				—Troy and Greenfield R.R.	4,989,000	7	Various.	68-70	100
				"				—Troy and Greenfield R.R.	5,083,052	7	April & Oct.	1879	
				"				—Troy and Greenfield R.R.	400,000	7	Jan. & July.	1877	
				"				—Troy and Greenfield R.R.	92,550	7	"	1882	
				"				—Troy and Greenfield R.R.	96,480	7	"	1882	
				"				—Troy and Greenfield R.R.	720,883	7	"	1877	100
				"				—Troy and Greenfield R.R.	4,907,150	7	"	1882	102
				"				—Troy and Greenfield R.R.	7,506,220	7	"	1882	105
				"				—Troy and Greenfield R.R.	9,270,017	7	"	1871	106
				"				—Troy and Greenfield R.R.	2,000,000	7	Feb. & Aug.	1871	100
				"				—Troy and Greenfield R.R.	485,600	7	April & Oct.	1882	100
				"				—Troy and Greenfield R.R.	1,195,000	7	Mar. & Sept.	1883	100
				"				—Troy and Greenfield R.R.	269,000	7	April & Oct.	1883	100
				"				—Troy and Greenfield R.R.	776,000	7	Jan. & July.	1894	100
				"				—Troy and Greenfield R.R.	617,000	7	Feb. & Aug.	69-70	100
				"				—Troy and Greenfield R.R.	798,808	7	J. A. J. & O.	71-90	
				"				—Troy and Greenfield R.R.	3,275,000	7	Jan. & July.	1887	
				"				—Troy and Greenfield R.R.	1,210,803	7	"	1868	90
				"				—Troy and Greenfield R.R.	1,948,430	7	April & Oct.	1869	98
				"				—Troy and Greenfield R.R.	289,167	7	"	1869	98
				"				—Troy and Greenfield R.R.	1,706,000	7	"	1869	98
				"				—Troy and Greenfield R.R.	14,000,000	7	Jan. & July.	80-81	
				"				—Troy and Greenfield R.R.	2,207,000	7	"	1882	
				"				—Troy and Greenfield R.R.	6,000,000	7	"	1882	
				"				—Troy and Greenfield R.R.	1,507,500	7	June & Dec.	71-78	100
				"				—Troy and Greenfield R.R.	1,865,000	7	Jan. & July.	long.	
				"				—Troy and Greenfield R.R.	465,250	7	"	long.	
				"				—Troy and Greenfield R.R.	21,569,598	7	"	long.	47
				"				—Troy and Greenfield R.R.	10,900,000	7	"	long.	57
				"				—Troy and Greenfield R.R.	1,379,500	7	"	1876	59
				"				—Troy and Greenfield R.R.	486,300	7	"	1886	
				"				—Troy and Greenfield R.R.	29,900	7	"	1890	
				"				—Troy and Greenfield R.R.	406,100	7	Jan. & July.	77-80	
				"				—Troy and Greenfield R.R.					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	82
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....
Land Mortgage.....	550,000	7	—	—	1887	....	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	—	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	—	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	—	1895	....	1st Mort. (C. F. & Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	—	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	—	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	—	7	— & —	New York.	1914	92
1st Mortgage (Extension).....	4,000,000	7.3	—	—	1896	....	Central Branch Union Pacific:						
Androscogin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	—	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	586,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	98
1st Mortgage (Pennsylvania).....	2,151,500	7*	—	—	1877	....	2d Mortgage.....	900,000	7	May & Nov.	—	1875	102
1st Mortgage (Ohio).....	3,749,900	7*	—	—	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch).....	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	82
1st Mortgage (Buffalo Extension).....	1,382,000	7*	April & Oct.	—	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.).....	200,000	7*	March & Sept.	—	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (New York).....	761,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	—	—	1885	111
2d Mortgage (Pennsylvania).....	757,500	7*	—	—	1882	....	Convertible bonds.....	1,500,000	7*	—	—	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	—	1883	....	National Loan.....	15,000,000	6	—	—	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	—	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar. by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.).....	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.).....	500,000	7	—	New York.	18—	....	1st Mortgage for \$500,000.....	534,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7).....	500,000	7	—	—	18—	....	Chesaw and Darlington:						
1st Mortgage (Bainbridge Ext.).....	500,000	7	—	—	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	—	7	Jan. & July.	—	1897	84	2d Mortgage.....	75,000	7	— & —	—	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	'75-'80	92
2d Mortgage.....	1,439,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	101
Loan of 1855.....	894,250	6	Jan. & July.	—	1875	91	1st Mortgage.....	2,400,000	7	Jan. & July.	—	1893	99
Loan of 1860.....	602,000	6	—	—	1880	91	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	—	1883	95
Loan of 1863.....	1,744,500	6	April & Oct.	—	1885	90	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	—	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 2d Mort.	493,000	6	—	—	1873	....	Trust Mortgage, convertible.....	150,000	8	—	—	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	—	—	1885	....	2d Mortgage.....	941,000	4	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.).....	1,225,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	—	—	1870	....	1st Mortgage.....	5,000,000	7	April & Oct.	New York.	1895	85
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	—	7	—	—	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee, (45 m's).....						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	80	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	88
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	—	1877	80	2d Mortgage (C. and N. W.).....	37,900	7	Feb. & Aug.	—	1870	88
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	95
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	—	1883	90
1st Mort. (Agricultural Br. R.R.).....	100,000	6	Jan. & July.	Northboro'.	1875	....	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	—	1885	91
1st Mortgage (B. C. and F. R.R.).....	300,000	6	—	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	—	—	1885	88
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	—	—	1885	88
1st Mort. (Cone. to War. 71 m.).....	200,000	7	Feb. & Aug.	New York.	1865	94	Equipment Bonds.....	133,000	7	April & Oct.	—	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	—	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	—	New York.	1870	....	Elgin and State L. purchase b'ds.....	189,000	6	—	—	1878	....
Sinking Fund Mortgage.....	500,000	6	—	Boston.	1889	90	Consolidated sinking fund bonds.....	3,422,000	7	F. M. A. & N.	—	1915	....
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	—	'65-'71	97
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	—	1882	....
1st Mortgage (new).....	3,900,000	7	Jan. & July.	—	1899	61	2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	—	1876	101
Boston and Lowell:							1st Mortgage (Peninsula R.R.).....	1,075,000	7	March & Sept.	—	1893	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m.).....	1,098,000	7	Jan. & July.	—	1898	....
Company bonds (no mortgage).....	200,000	6	April & Oct.	—	1879	98	1st Mortgage (Beloit & Mad. R.).....	372,000	7	—	—	1888	88
Company bonds (no mortgage).....	304,000	6	—	—	1887	....	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	98
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-'77	....	1st Mort. (C., R. I. and P. R. R.).....	6,699,000	7	—	—	1896	93
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.(C.C. & L.C.R.R.):						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	Sinking Fund.....	—	7	Feb. & Aug.	New York.	1890	....
Buffalo, Corry and Pittsburg:							Cincinnati, Dayton and Eastern:						
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	—	New York.	18—	....	Cincinnati, Hamilton and Dayton:						
Buffalo and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	2d Mortgage.....	500,000	8	Jan. & July.	—	1885	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	—	1873	....	Cincinnati and Indiana:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	—	1882	....	1st Mortgage.....	2,000,000	7	— & —	New York.	1895	75
Buffalo, Erie and Northeast:							Cincinnati and Indianapolis June:						
1st Mortgage.....													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Cleveland, Palmsv. and Ashtn.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$2,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage.....	1,000,000	7	"	"	1881		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	"	1888	92	3d Mortgage.....	4,000,000	7	"	"	1883	98
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	"	1889	98
1st Mort. (June R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1887		5th Mortgage.....	928,500	7	June & Dec.	"	1889	98
1st Mort. (June R. R. 2d Div.)..	128,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage (Clev. and Tol.)...	602,000	7	April & Oct.	"	1883		Sterling Loan \$800,000.....	4,844,400	7	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	"	1885	99	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	270,200	7	April & Oct.	"	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1909	82½	1st Mortgage of 1882.....	250,000	7	Jan. & July.	New York.	1889	
Columbus and Indiana Central:							1st Mortgage of 1884.....	740,000	7	May & Nov.	"	1889	
1st Mortgage.....	2,200,000	7	May & Nov.	New York.	1904	84½	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	"	1881	
2d Mortgage.....	816,000	7	"	"	18—		Fall River, Warren & Providence?						
Income Bonds.....	1,500,000	7	"	"	18—		1st Mortgage.....	200,000	7	"	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	"	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	88½	1st Mortgage.....	814,000	7	"	New York.	18—	
Connecticut River:							Galea and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,918,000	7	Feb. & Aug.	New York.	1882	91
Connecting:							2d Mortgage.....	1,020,000	7	May & Nov.	"	1875	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	80	Mississippi Bridge.....	300,000	7	Jan. & July.	"	1884	
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	167,000	7	Jan. & July.	New York.	1889	
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869		1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Feb. 1854.....	89,000	6	Feb. & Aug.	"	1869		Grand Trunk (C.A.):						
Bonds of July, 1867.....	98,000	6	"	"	1877		1st Preference Bonds.....	12,578,861	5	Jan. & July.	London.	18—	
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,985	5	"	"	18—	
1st Mortgage for \$1,000,000.....	804,000	6	March & Sept.	New York.	1891		3d Preference Bonds.....	5,414,094	5	"	"	18—	
Cumberland Valley:							4th Preference Bonds.....	26,892,850	5	"	"	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Equipment Bonds.....	2,453,333	5	April & Oct.	"	18—	
2d Mortgage.....	109,500	8	"	"	1904		Postal and Military bonds.....	8,840,000	var	Feb. & Aug.	"	18—	
Company's Bonds.....	85,800	6	"	Harrisburg.	18—								
Danbury and Norwalk:							Great Western of Canada:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1870-80		Government Loan \$273,838.....	2,783,387	6	"	Ottawa.	18—	
Dayton and Michigan:							Mortgage Bonds \$218,200.....	2,983,720	6	"	London.	1878-79	
1st Mortgage.....	283,800	7	Jan. & July.	New York.	1887		Mortgage Bonds \$347,000.....	2,652,950	5	"	"	1878-79	
2d Mortgage.....	2,589,000	7	"	"	1881		Stock Debentures \$46,700.....	226,800	5	"	"	1878-79	
3d Mortgage.....	642,000	7	March & Sept.	"	1884								
Teledo Depot Bonds.....	169,600	7	"	"	81-94		Great Western of Illinois:						
Dayton and Union:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888	100
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	"	1888	
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (General).....	2,600,000	7	"	"	1888	87½
Income Bonds.....	251,000	6	"	"	79 aft		2d Mortgage.....	2,500,000	7	May & Nov.	"	1892	85½
Dayton and Western:							Greenville and Columbia:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		State guaranteed bonds.....	850,000	6	Jan. & July.	Charleston.	18—	37
2d Mortgage.....	463,000	6	June & Dec.	"	1882		1st Mortgage.....	1,000,000	7	"	New York.	18—	
Delaware:							Hannibal and St. Joseph:						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	84½
Guaranteed Bonds.....	100,000	6	"	"	1876		State Loan of 1855.....	1,500,000	6	"	"	1885	
State Loan.....	170,000	6	"	"	1876		Land Mort. of 1868 for \$3,400,000.	2,500,000	7	April & Oct.	"	1885	104½
Delaware, Lackawanna & Western:							Convertible bonds of 1863.....	800,000	7	Jan. & July.	"	1888	122
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96½	Six year bonds of 1865.....	1,000,000	10	"	"	1872	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1876	98	Harrisburg and Lancaster:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	91	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1888	90
Des Moines Valley:							Hartford and New Haven:						
1st Mortgage (on 184 miles).....	3,310,000	8	April & Oct.	New York.	1877		1st Mortgage.....	927,000	6	Jan. & July.	New York.	1878	94
Income Bonds.....	462,000	7	Jan. & July.	"	1884		Hartford, Providence and Fishkill:						
Detroit and Milwaukee:							1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	
1st Mortgage, convertible.....	2,500,000	8	May & Nov.	New York.	1876		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	
2d Mortgage.....	1,000,000	8	"	"	1884		Hempfield:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1876		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1876		Housatonic:						
Bonds of June 30, 1866, (cond.)	1,837,789	7	"	"	1886		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
Detroit, Mon. & Tol. (M.S. & N.I.)							2d Mortgage.....	96,000	7	"	"	1885	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Houston and Texas Central:						
Detroit and Pontiac (Det. & Mil.):							Texas State Loan, sinking fund.	432,000	6	Apr. & Oct.	New York.	67-78	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		1st Mortgage.....	1,500,000	7	Jan. & July.	"	1866	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		Land Mort. S. F. (\$20,000 p. m.)		6	"	"	1891	
Dubuque and Sioux City:							Hudson River:						
1st Mortgage (1st Division).....	360,000	7	Jan. & July.	New York.	1883	90	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
1st Mortgage (construction).....	660,000	7	"	"	1894		1st Mortgage.....	1,954,000	7	"	"	1869	104½
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		1st Mortgage.....	1,939,000	7	"	"	1870	
Dubuque Southwestern:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	104½
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		3d Mortgage.....	153,000	7	May & Nov.	"	1876	100
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Huntington and Broad Top Mt.:						
East Brandywine & Waynesboro:							1st Mortgage.....	410,600	7	April & Oct.	Philadelphia.	1870	
1st Mortgage.....	163,000	7	Feb. & Aug.	Philadelphia.	1882		2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
Eastern:							Consol. Mortgage.....	728,245	7	April & Oct.	"	1899	
State Loan (1st Lien).....	250,000	5	J. A. J. & O.	Boston.	1875-72		Illinois Central:						
2d Mortgage, (convert. sterling)...	420,000	5	Jan. & July.	London.	1872		Construction.....	2,955,000	7	April & Oct.	New York.	1878	111
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	94½	Construction.....	437,500	6	"	"	1875	
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	"	1876		Redemption.....	2,500,500	6	"	"	1890	
Bonds.....	160,000	6	April & Oct.	"	1885	92	Redemption, sterling.....	2,424,500	6	"	London.	1875	
East Pennsylvania:							Illinois and Southern Iowa:						
1st Mortgage, Sinking Fund....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage.....	500,000	7	Feb. & Aug.	New York.	1882	
East Tennessee and Georgia:							Indianapolis, Cin. and Lafayette:						
Tennessee Loan (old).....	1,087,000	6	Jan. & July.	New York.	1882		1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1896	
Tennessee Loan (1866).....	449,830	6	"	"	1898		Indianapolis and Madison:						
Mortgage (old).....	643,000	6	"	"	1880		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Mortgage (new).....	124,900	7	"	"	1880		Jackson, Lansing and Saginaw:						
East Tennessee and Virginia:							1st Mortgage.....	1,405,000	8	Jan. & July.	New York.	1884	91
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Jeffersonville (J. M. & I.):						
Tennessee Loan (1866).....	600,000	6	"	"	1898		1st Mortgage.....	297,000	7	March & Sept.	New York.	1861	
Tennessee endorsed bonds.....	185,000	6	"	"	18—		2d Mortgage.....		7	April & Oct.	"	1873	
Hickfield and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Indiana and Williamsport:							Louisville Loan (endorsement)...	150,000	6	"	"	1882	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	90	Joliet and Chicago:						
Plain Bonds.....	570,000	5	April & Oct.	"	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1874	
European and North American:							Joliet and Northern Indiana:						
1st Mortgage, S. F., \$411,000.....		6	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1888	
							Junction, Philadelphia:						
							1st Mortgage, guaranteed.....	300,000	6	April & Oct.	Philadelphia.	1896	91



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	...	1st Mortgage	\$600,000	7	April & Oct.	New York.	1878	...
2d Mortgage (do.)	844,000	7	— & —	"	1882	...	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	"	1870	...
3d Mortgage (do.)	236,000	7	— & —	"	1885	...	Tennessee State Loan	317,800	6	"	"	1892	...
Knoxville and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	...	1st Mortgage Bonds	\$250,000	6	— & —	...	18—	...
Income	100,000	7	"	"	1887	...	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	...
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	...	1st Mortgage, Sterling	1,689,800	6*	Jan. & July.	New York.	1891	...
Knoxville and Kentucky:							Tennessee Loans	388,900	8	May & Nov.	Mobile.	1887	...
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	...	Income of '61, '62, '65 and '67	556,421	8	"	New York.	1878	...
Tenn. State Loan (new)	800,000	6	"	"	1898	...	Liquidation (10 year) bonds	697,900	8	"	Mobile.	1882	...
Lackawanna and Bloomsburg:							Interest bonds						
1st Mortgage		7	Jan. & July.	New York.	1875	...	Montgomery and Eufala:						
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	...	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1888	...
2d Mortgage		7	April & Oct.	"	1880	...	Montgomery and West Point:						
2d Mortgage (Extension)		7	May & Nov.	"	1890	...	Income Bonds	100,000	8	Jan. & July.	New York.	1870	...
Lake Erie and Louisville:							Income Bonds	308,900	8	"	"	1878	...
1st Mortgage for \$1,800,000	500,000	7	Jan. & July.	New York.	1893	...	Mortgage Bonds	719,400	8	"	"	1881	...
Lehigh and Lackawanna							Morris and Essex:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	...	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
Lexington and Frankfort:							2d Mortgage	5,000,000	7	Feb. & Aug.	"	1891	90
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	...	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,509,000	6	Jan. & July.	New York.	18—	...
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan	150,000	6	"	"	18—	...
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93	Tenn. Coupons Funded	426,270	6	"	"	18—	...
Little Miami:							Nashville and Decatur:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	...	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'85-'88	...
Cincinnati Loan	100,000	6	"	Cincinnati.	1880	...	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	...
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan	2,072,000	6	Jan. & July.	New York.	'83-'84	...
Long Island:							2d Mortgage	792,050	6	"	"	'71-'83	...
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	...	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	...
Glen Cove Branch	150,000	6	May & Nov.	"	1893	...	Newark and New York:						
Louisville, Cincln. and Lexington:							1st Mortgage	600,000	...	— & —	New York.	18—	...
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	...	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	...
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	...	New Brunswick and Canada:						
Louisville Loan	100,000	6	"	"	1881	...	1st Mortgage, Sterling	1,100,000	6*	May & Nov.	London.	1887	...
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	...	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	...
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'70-'75	...	2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877	...
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	...	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	...	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1880	...
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	...	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	...
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	...	New Jersey:						
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	...	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	83
Consolid. 1st mort. for \$3,000,000		7	"	"	1898	...	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage	60,000	7	Jan. & July.	New London.	1878	...
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—	...	1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	...
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	...	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000	1,019,000	8	"	"	1890	79
Tenn. State Loan	772,000	6	Jan. & July.	New York.	...	...	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1888	46
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	...	2d Mort. (F.) for \$1,000,000 (80 m.)	40,000	8	Jan. & July.	"	1887	...
Maine Central:							New York Central:						
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	...	Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1882	90
\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	...	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876	100
Bangor City Loan	660,000	6	April & Oct.	"	1874	...	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1882	...
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...	Bonds for railroad stocks	594,000	6	"	"	1882	...
Marietta and Cincinnati:							Bonds for real estate	165,000	6	"	"	1882	87
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87	Bonds and mortgages	176,865	7	various	"	var.	...
1st Mortgage, Sterling	1,000,000	7	"	London.	1892	...	Convertible bonds	453,000	7	Feb. & Aug.	"	1876	100
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72	Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887	90
Scioto and Hocking Valley:							New York and Flushing:						
1st Mortgage	300,000	7	"	"	1896	...	1st Mortgage	125,000	7	— & —	New York.	18—	...
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	...	1st Mortgage of 1883	3,000,000	7	May & Nov.	New York.	1878	102
1st Mortgage, Convertible	1,283,000	7	May & Nov.	"	1880	85	Consolidated mortgage of 1883	1,797,000	7	Feb. & Aug.	"	1883	...
2d Mortgage	1,000,000	7	Jan. & July.	"	1885	...	New York and New Haven:						
Memphis, Clarksville & Louisv.							1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76	New York, Providence & Boston:						
Memphis and Little Rock:							1st Mortgage	230,000	6	Feb. & Aug.	New York.	'78-'78	...
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	...	Improvement Bonds	100,000	7	Jan. & July.	"	'78-'78	...
Mortgage (road and land)	600,000	8	May & Nov.	"	1890	...	Extension Bonds	250,000	6	May & Nov.	"	1882	...
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	...	1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	...	1st Mortgage	328,600	8	"	"	'65-'70	80
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	113	2d Mortgage for \$300,000	6,000	8	"	Norfolk.	1869	...
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	...	North Eastern:						
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	119	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	76
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000	145,000	7	"	"	1868	...
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99	Interest Certificates	228,086	7	Jan. & July.	"	1875	...
2d Mortgage	2,693,000	7	"	"	1877	98	North Missouri:						
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	...	1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.	1869	83
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	91	North Pennsylvania:						
Mifflin and Centre County:							1st Mortgage	2,638,348	6	Jan. & July.	Philadelphia.	1880	83
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	...	Chattell Mortgage	377,365	10	April & Oct.	"	1887	106
Milwaukee & Chicago, (49 miles):							2d Mortgage	274,600	7	— & —	"	18—	86
2d Mortgage, (O. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	...	North Shore, S. I.:						
3d Mortgage, (")	10,500	7	June & Dec.	"	1898	...	1st Mortgage	110,200	7	— & —	New York.	18—	...
Milwaukee and Prairie du Chien:							Northern Central:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...	1st Mortgage, Sinking Fund	1,223,000	6	J. A. J. & O.	Baltimore.	Irred.	...
Milwaukee and St. Paul:							2d Mortgage, Sinking Fund	2,600,000	6	Jan. & July.	"	1885	84
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	88
2d Mortgage	1,476,000	7	April & Oct.	"	1884	84	Consol. 2d Mort. for \$6,000,000	952,000	6*	Jan. & July.	"	1900	...
1st Mortgage (P. du C.)	3,582,000	8	"	"	18—	102	Northern New Hampshire:						
2d Mortgage (P. du C.)	739,000	7.3	"	"	18—	91	Company Bonds	145,000	6	April & Oct.	Boston.	1874	...
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	87	Northern New Jersey:						
Minnesota Valley:							1st Mortgage	300,000	7	Jan. & July.	New York.	18—	...
1st Mortgage \$5,000 per mile	100,000	7	Jan. & July.	New York.	1896	...	North Western Virginia:						
Mississippi Central:							1st Mortgage		8	— & —	Baltimore.	187	86
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
2d Mortgage	1,517,000	8	Feb. & Aug.	"	18—	43	3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1885	88
Tenn. State Loan	1,078,980	6	Jan. & July.	"	1894	...							

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$330,000	8	March & Sept.	Office, N. Car.	1867	.....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	.....
New Loan for \$800,000.....	800,000	8	"	"	1887	.....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	.....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	2d Mortgage.....	250,000	7	"	"	1888	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	Equipment Bonds, convertible..	208,000	7	"	"	1876	.....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	.....	Tom's River Br. 1st Mort.....	74,500	7	"	"	18—	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	Reading and Columbia:						
Consolidated Mort. for \$4,000,000	.....	7	Jan. & July.	"	1898	84½	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	80	Richmond and Danville:						
21 Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
81 Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	73	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	.....
Virginia State Loan of '58 & '59	249,962	7	"	"	'92-'93	.....	4th Mortgage.....	504,000	7	"	Richmond.	1873	.....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	.....
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1816	.....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage, guaranteed.....	.....	7	"	New York.	18—	.....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	.....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	.....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	.....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	.....
Pacific Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	.....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	.....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	.....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	.....
1st (new) Mortgage for \$7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	.....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	.....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	.....	1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	86
1st Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	.....	Rome, Watertown & Ogdensburg:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund.....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	.....	2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'88-'71	.....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	.....
1st Mort. " "Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	90½	1st Mort. (Potsdam & Watert.)...	511,500	7	June & Dec.	"	'69-'74	.....
2d Mort. " " " " " " " " }	2,597,000	6	April & Oct.	"	1875	95	Rutland and Burlington:						
2d Mort. " " " " " " " " }	2,283,840	6	"	London.	1875	.....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
General Mortgage.....	59,000	6	"	Philadelphia.	18—	.....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	5	April & Oct.	Harrisburg.	1870	.....	3d Mortgage.....	440,000	7	"	"	1863	.....
Short Bonds and Debentures.....	3,400,000	6	"	Philadelphia.	18—	.....	Sacramento Valley:						
Pennsacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	.....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	.....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	.....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	.....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	83½
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	.....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82½
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	.....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	.....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	83
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie)...	1,000,000	7	April & Oct.	Philadelphia.	1877	97½	1st Mortgage (\$15,000 per mile)...	2,250,000	7	April & Oct.	New York.	1884	97½
1st Mortgage (General).....	5,000,000	6	"	"	1881	86½	Equipment Bonds, free.....	.....	10	Jan. & July.	"	18—	.....
2d Mortgage.....	4,000,000	7	"	"	1901	79½	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	.....	1st Mort. S.F. guar. for \$4,000,000	.....	8	J. A. J. & O.	New York.	1900	.....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	.....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	.....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	.....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	102½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	.....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	.....	General Mort., stg. for £750,000	.....	7*	Jan. & July.	London.	18—	.....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	90	General Mort., dol. for \$7,000,000	.....	7	"	New York.	18—	.....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	.....	Salem:						
Bonds of 1836, Sterling.....	182,400	5*	"	London.	1880	.....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	.....
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	.....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	April & Oct.	Philadelphia.	1893	103½	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	.....	3d Mortgage.....	148,000	7	"	"	18—	.....
Philadelphia, Wilmington & Balt.:							Sandusky, Mansfield and Newark:						
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	.....	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	.....
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	90	Funded Coupons.....	818,200	7	"	"	1875	.....
Bonds of 1867.....	945,000	6	"	"	1887	.....	Schuylkill Navigation:						
Pittsburg and Connelleville:							1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	.....
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1859	.....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	.....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	.....	Improvement Bonds.....	362,500	6	May & Nov.	"	1870	.....
Pittsburg, Ft. Wayne & Chicago:							Schuylkill and Susquehanna:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	.....
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....	Seaboard and Roanoke:						
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....	1st Mortgage.....	210,000	7	"	New York.	1880	.....
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....	3d Mortgage.....	71,000	7	"	"	1870	.....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....	Convertible reg. stg. red.	128,8					



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction ...	\$55,000	7	March & Sept.	New Haven.	1890		1st Mortgage, guar. for \$500,000.....	7	April & Oct.	New York.	18—	....	
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, etc. conv	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,631 1/2.....	262,366	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds.....	617,167	6	various.	"	'68-'74		1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds.....	595,500	7	"	"	'68-'72		2d Mortgage, registered.....	562,000	8	April & Oct.	"	1878	....
Domestic Bonds.....	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000.....	238,000	6	March & Sept.	Philadelphia.	1883	90 1/2
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	94 1/2	Loan of 1865 for \$1,000,000.....	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887		Sterling Loans, £399,900.....	4,319,520	5*	April & Oct.	London.	'68-'71	....
2d Mort., guar. by Petersburg.....	300,000	6	"	Petersburg.	'70-'75		Dollar Bonds.....	936,500	6	"	Boston.	1875	98
2d Mort. (for City Point R. R.).....	175,000	6	"	"	'65-'68		Western Maryland:						
4th Mortgage.....	314,900	6	"	"	'70-'72		1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1890	70
5th Mortgage.....	119,000	6	"	"	'63-'69		1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	80
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887		2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage.....	437,000	8	various.	Macon.	'75-'85		1st Mortgage, guaranteed.....	1,283,000	6	April & Oct.	Philadelphia.	18—	81 1/2
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		1st M. for \$1,000,000 end. by Ala.		7	— & —	....	....	
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871		N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State.....		8	"	"	1897	75
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886		Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage.....	596,000	7	June & Dec.	New York.	1866	....
1st Mortgage.....	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage.....	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds.....	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875		Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880		Consol. Mortgage for \$2,000,000		7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,721,514	7	April & Oct.	New York.	1876		1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling.....	197,777	7*	"	"	1886	....
1st Mortgage.....	206,000	7	Jan. & July.	New York.	18—		Sinking Fund Mortgage.....	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872		Tenn. State Loan.....	1,098,250	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage.....	800,000	7	Feb. & Aug.	New York.	1884		Stg. State Loan.....	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds.....	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	86	Winona and St. Peter:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	82	1st Mortgage (C. & N. W.).....		7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	91	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	"	"	1890		York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	"	"	1878	85 1/2	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		2d Mortgage.....	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	78	3d Mortgage.....	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	80	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage.....	2,854,000	7	Jan. & July.	Philadelphia.	1882	98
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		Chesapeake and Ohio:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885		State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875		Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	....
Convertible Bonds.....	300,000	7	March & Sept.	Troy.	1882		Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed.....	180,000	6	"	"	1877		Delaware and Hudson:						
Union and Logansport:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage.....	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Cam						
1st Mortgage, free.....	20,168,000	6*	Jan. & July.	New York.	1897-8	87	den and						
2d Mortgage (Gov. subsidy).....	20,168,000	6	"	"	1897-8		Erle of Pennsylvania:						
Union Pacific—Central Branch:							1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1866	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895		Interest Bonds.....	161,960	7	"	"	18—	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	1895		Illinois and Michigan:						
Union Pacific—Eastern Division:							Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
1st Mortgage.....	6,400,000	6*	June & Dec.	New York.	1895		Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
2d Mortgage (Gov. subsidy).....	6,400,000	6	Jan. & July.	"	1895		Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
Vermont Central:							Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1866	77 1/2	Lehigh Coal and Navigation:						
2d Mortgage.....	1,500,000	7	Jan. & July.	Boston.	1867	37	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	102	2d Loan.....	5,606,122	6	"	"	1884	82
Vermont and Massachusetts:							3d Loan.....	2,000,000	6	"	"	1897	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91 1/2	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	94
Vermont Valley:							Convertible Loan.....	1,201,850	6	"	"	1877	76
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860		Monongahela Navigation:						
2d Mortgage.....	114,000	6	"	Boston.	1860		1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
3d Mortgage.....	293,200	7	"	"	1859		2d Mortgage.....	57,000	6	"	"	18—	....
Vicksburg and Meridian:							Morris (and Banking):						
Consolidated Mort.—1st class ..	722,500	7	Jan. & July.	Philadelphia.	1890		1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	84
" " 2d class.....	850,000	7	"	"	1890		2d Mortgage.....	302,750	6	"	"	1876	....
" " 3d class.....	154,000	7	April & Oct.	"	1890		Boat Loan.....	232,087	6	"	"	1885	77
" " 4th class.....	1,263,000	7	"	"	1890		North Branch:						
Funded Coupons.....	420,000	7	"	"	1890		1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	....
Special Loan.....	200,000	8	"	"	....		Schuylkill Navigation:						
Virginia Central:							1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
State Loan.....	210,000	6	Jan. & July.	New York.	1891		2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	06
1st Mortgage (guar. by State)...	100,000	6	"	N. Y. & Rich.	1880		Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	67
2d Mortgage.....	206,500	6	"	"	1872		Susquehanna and Tide Water:						
3d Mortgage.....	983,000	6	"	"	1884		Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	56 1/2
Virginia and Tennessee:							Preferred Interest Bonds.....	325,000	6	"	"	1894	....
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873		Union (Pa.):						
2d Mortgage.....	23,500	6	"	"	1879	64 1/2	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	10
3d Mortgage (Enlarged).....	990,000	6	"	"	1884	66 1/2	West Branch and Sus						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.																								
Railroad		Rolling Stock		Property and Assets.				Liabilities.				Operations.				Earnings.		Value of Shares						
Years ending.	Main Line.	Branch Line.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.	Trains Moved.	Passengers.	Freight.	Net.	Dividends.	Par.	P. c.	
Sept. 30, 1897	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1898	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1899	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1900	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1901	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1902	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1903	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1904	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1905	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1906	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1907	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1908	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1909	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1910	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1911	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1912	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1913	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1914	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1915	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1916	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1917	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1918	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1919	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1920	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1921	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1922	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1923	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1924	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1925	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1926	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1927	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1928	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1929	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1930	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1931	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1932	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1933	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1934	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1935	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1936	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1937	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1938	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1939	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1940	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1941	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1942	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1943	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1944	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1945	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1946	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1947	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1948	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1949	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1950	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1951	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1952	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1953	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1954	25.0	0.4	137	1	1	6	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124	124
Sept. 30, 1955	25.0	0.4	137	1	1	6	124	124	124	124	124	124	12											



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

Year ending.	Railroad.			Rolling Stock.			Companies.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.														
	Main Line.			Branch Line.			2d Track and Sidings.			Railroad in progress.			Engines.			Pass.			Freight.			Car.			Net.			Dividends.			Par.			P-c.		
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		
Oct. 31, 1897	86.0	23.6	116.0	21	6	31,275	5,231,358	1,333,000	2,737,296	68,880	80.0	608,071	790,808	225,446	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Dec. 31, 1897	37.0	32.0	32.0	3	2	1	1,340,250	840,250	500,000	30,000	37.0	252,550	1,100,000	257,952	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Jan. 1, 1898	37.0	32.0	32.0	3	2	1	1,340,250	840,250	500,000	30,000	37.0	252,550	1,100,000	257,952	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Oct. 31, 1897	18.0	15.0	33.0	83	8	21,847	9,459,625	3,730,800	5,728,825	290,000	18.0	1,294,376	3,580,764	1,372,063	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60							



[illegible]

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																									
Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	M.		Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.
Dec. 31, 1897	91.0			200.0	22	20	13	242	3,892,337		255,380	225,822	3,203,900	437,000	148,777	271,108	91.0	26.0	68.0	118,970	6,751	408,959	9	100	100
July 31, 1897	106.1	102.9																							
Dec. 31, 1897	68.0																								
Sept. 30, 1897	13.0																								
June 30, 1897	13.0																								
Nov. 30, 1897	21.0																								
Oct. 31, 1897	13.0																								
Sept. 30, 1897	13.0																								
Aug. 31, 1897	13.0																								
July 31, 1897	13.0																								
June 30, 1897	13.0																								
May 31, 1897	13.0																								
April 30, 1897	13.0																								
March 31, 1897	13.0																								
Feb. 28, 1897	13.0																								
Jan. 31, 1897	13.0																								
Dec. 31, 1896	13.0																								
Nov. 30, 1896	13.0																								
Oct. 31, 1896	13.0																								
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Oct. 31, 1892	13.0																								
Sept. 30, 1892	13.0																								
Aug. 31, 1892	13.0																								
July 31, 1892	13.0																								



# CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders (....) "not ascertained."

Fiscal year ending.	Completed : equal vult in single track.	Length in m.	In progress or projected.	Equip- ment.	Car.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
					Horse.	2 horse.	1 horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.																	
30 Nov. '67	3.53							Boston and Chelsea	110,000	110,000			8,800	7,396	0.8		
30 Nov. '67	6.84	265	38					Broadway, Boston	402,468	325,000		64,336	187,427	29,460	9.5		
30 Nov. '67	28.31							Cambridge	877,894	727,800	150,000	94					
30 Nov. '67	3.99	48	8					Lowell (Horse)	66,908	55,830		1,686	27,268	5,538			
30 Nov. '67	12.50	196	32					Lynn and Boston	269,426	200,000	50,000	48,954	164,987		9.0		
30 Nov. '67	3.60							Malden and Melrose	60,246	200,000		55,768		loss.			
30 Nov. '67								Marginal Freight	91,543	94,200			24,135				
30 Nov. '67	3.08							Medford and Charlestown	35,600	21,000	5,000		23,442	2,240			
30 Nov. '67	42.99	791	166					Metropolitan (Boston)	1,523,225	1,250,000		183,199	736,709	129,633	10	50	
30 Nov. '67	7.21	254	42					Middlesex (Boston)	409,685	400,000	41,539	79,694	188,058	10,087			
31 Nov. '67	3.25	23	7					Northampton & Willamsb.	300,000	800,000		2,318	14,273	1,125			
30 Nov. '67	2.13	6	2					North Woburn street	27,242	17,300		13,300		loss.			
30 Nov. '67	0.45	55	9					Quincy	138,840	71,600	64,424	57,592	128,226		loss.		
30 Nov. '67	7.10	50	17					Salem and South Danvers	195,317	150,000	32,400	6,238	80,637		loss.		
30 Nov. '67	3.74							Somerville	75,000	75,000				4,500	6	80	
30 Nov. '67	2.51	12	3					Stoneham street (Boston)	37,300	33,000				8,899	89		
30 Nov. '67	6.84							Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)						
30 Nov. '67		440	68					Union (Transportation)	308,870	200,000	24,000	117,842	368,851	18,016	6	68	
30 Nov. '67	2.76							Winnisimmet	62,152	53,300		238	4,300	3,867	4		
30 Nov. '67	4.06	44	9					Worcester	89,572	75,800	72,000	26,000					
CONNECTICUT.																	
31 Jan. '68	3.0	3.0	45	7				Fairhaven and Westville	109,000	100,000							
31 Dec. '67	8.6	11	3					Hartford and Wethersfield	300,000	300,000					8		
NEW YORK.																	
30 Sep. '67	7.37	87	6					Albany	139,414	98,000	40,000		71,861	15,873		100	
30 Sep. '67	22.00	53	37					Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,415	55,543		100	
30 Sep. '67	10.70							Broadway (Brooklyn)	280,551	200,000	34,000	10,015	107,736	28,744	8	100	
30 Sep. '67	15.90	103	37					Broadway & 7th Ave. N. Y.	508,318	2,100,000	1,500,000		687,433	253,214	24	100	
30 Sep. '67	8.00	17	17					Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000	85,172	27,223	2,994		100	
30 Sep. '67	70.00	207	17					Brooklyn City	1,800,513	1,500,000	300,000		1,311,193	195,907	12	100	
30 Sep. '67	11.30	49	49					Brooklyn City & Newtown	553,340	400,000	200,000	20,537	129,267	14,852		100	
30 Sep. '67	4.12	14	14					Brooklyn City & Rock. B'gh	125,586	107,700	45,000		16,088	6,352		100	
30 Sep. '67	21.00	57	22					Brooklyn Central & Jamaica	995,753	488,100	498,810	47,303	192,290	9,470		100	
30 Sep. '67	3.10							Buffalo Street	154,357	50,000	109,500	76,883	21,455			100	
30 Sep. '67	1.76							Central City (Syracuse)	29,120	21,130	6,000	1,400	17,505	4,786	84	100	
30 Sep. '67	24.00	121	14					Centrl Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285		100	
30 Sep. '67	14.82							Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226		100	
30 Sep. '67	22.69	201	14					D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	
30 Sep. '67	18.00	162	49					Eight Avenue	1,420,972	1,000,000	203,000		792,574	139,095	12	100	
30 Sep. '67	10.24	49	49					42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	5	100	
30 Sep. '67	5.50							Grand st. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94	100	
30 Sep. '67	3.00							Genesee & Water st. (Syr.)	42,194	42,500			8,766	419		100	
30 Sep. '67	4.36							Greenpoint & Williamsbr'g	144,000	44,300	100,600	3,900				100	
30 Sep. '67	10.00	21	8					Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578		100	
30 Sep. '67	3.56							Kingston and Bondout	78,510	75,000			27,600	1,520		100	
30 Sep. '67	7.00	17	17					Metropolitan (Brooklyn)	861,500	191,500	184,000	4,000	24,961	4,000		100	
30 Sep. '67	12.20	38	38					Ninth Avenue	406,295	797,320	167,000		92,671	16,881		100	
30 Sep. '67	6.76							Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,770	3,345		100	
30 Sep. '67	10.00	41	41					Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,601		100	
30 Sep. '67	16.00							Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	583,945	9,470		100	
30 Sep. '67	8.37	81	81					Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		563,166	73,564	10	100	
30 Sep. '67	6.33							Skaneateles	88,878	67,780	20,000					100	
30 Sep. '67	2.07							Syracuse and Geddes	25,035	25,000	25,000		13,075	5,046	20	100	
30 Sep. '67	4.37							Syracuse and Onondago	31,000	31,000			6,696	1,176	6	100	
30 Sep. '67	18.00	180	180					Third Avenue (N. Y.)	2,453,404	1,170,000	1,380,000	50,000	1,349,453	222,222	12	180	
30 Sep. '67	3.33							Troy and Albra	71,952	44,160	19,000	11,233	12,446	2,140		100	
30 Sep. '67	15.50							Utica and Waterville	301,268	121,172	196,500	1,200	76,179	14,707		100	
30 Sep. '67	2.25	4	4					V. Brunt et Erie Bas. (Bkn)	87,000	75,000	12,000	1,534	17,395	2,267		100	
30 Sep. '67	15.52							Westervilet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
NEW JERSEY.																	
31 Dec. '62	5.32							Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	6.05	2.50	7					Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47							Jersey City & Bergen Point									
31 Dec. '62	17.00	150	22					Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566		50	
31 Dec. '62	5.80							West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.																	
31 Oct. '67	9.23	137	26					Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	
31 Oct. '67	1.63	10	2					Easton & South Easton	72,422	24,500	500		4,971	428	2	25	
31 Oct. '67	10.50							Frankford and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.		50	
31 Oct. '67	16.37	272	40					Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	66,986	6	50	
31 Oct. '67	34.25	367	59					Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26	50	
31 Oct. '67	5.40	120	25					Girard College (Phila.)	170,854	170,000			112,204	15,978	12	50	
31 Oct. '67	4.84	197	33					Green & Coates st. Phila.)	234,463	150,000	100,000		170,439	9,604	10	50	
31 Oct. '67	2.00	18	5					Harrisburg City	67,948	41,995	9,750	2,248	9,777	loss.		25	
31 Oct. '67	5.20	103	18					Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66,629	13,046	25	14	
31 Oct. '67	7.25	82	13					Oakland (Pittsburg & E. L.)	69,504	59,500	57,718	880	49,980	loss.		50	
31 Oct. '67	3.00	9	3					Peoples, Luzerne County	34,800	34,800			4,600	2,382		100	
31 Oct. '67	7.08	277	45					Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	63,011	10	50	
31 Oct. '67	5.61	50	10					Philadelphia and Darby	250,419	160,000	89,000		38,371	9,452	12	20	
31 Oct. '67	8.50	125	19					Philadelphia & Gray's Ferry	286,533	235,307			93,888	23,343	3	50	
31 Oct. '67	8.75	163	28					Pittab. Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,496	10	50	
31 Oct. '67	3.90	11	12					Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,560	11	50	
31 Oct. '67	8.00	53	12					Ridge Avenue & Manyunk	179,635	120,560	63,300		40,799	6,726	2	50	
31 Oct. '67	3.96							Schuylkill River (Phila.)	47,463	50,000						50	
31 Oct. '67	19.50	489	72					Second & Third st. (Phila.)	497,936	339,007	114,200	68,088	403,156	105,448	18	50	
31 Oct																	

## PREFERRED &amp; GUARANTEED STOCKS.

(Marked with an asterisk (\*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds			Market Price.
		Rate.	Paid.		
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7		100
Atlantic and St. Lawrence* guar.	2,494,000	4	4		100
Baltimore and Ohio, pref.	3,000,000	6	6		100
Berkshire,* guaranteed.	600,000	7	7		100
Blossburg and Corning,* guar.	250,000	6	6		100
Boston, Concord and Montreal, pref.	1,340,000	6	6		100
Buffalo, N. York and Erie,* guar.	950,000	7	7		100
Camden and Atlantic, pref.	600,000	7	7		44
Catawissa,* pref. and guar.	2,200,000	7	7		68
Cayuga and Susquehanna,* guar.	589,110		9		100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7		100
Central Ohio, preferred.	400,000	7	7		100
Chemung,* guar.	380,000	8	8		100
Cheshire, preferred.	2,017,815	7	3		72
Chicago and Alton, pref.	2,425,400	7	10		150
Chicago, Iowa and Nebraska,* guar.	2,600,000		10		100
Chicago and Northwestern, pref.	16,356,287	7	10		95
Cleveland and Mahoning,* guar.	2,056,000	7	7		100
Cleveland and Toledo,* guar.	6,250,000		34		100
Cochecho, preferred.	177,750	8	8		100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6		87
Cumberland Valley, 1st pref.	241,900	8	8		114
" 2d pref.	242,000	8	8		100
Delaware,* guaranteed.	594,261	6	6		100
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6		100
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7		101
Dubuque Southwestern, pref.	330,308	7	7		100
Eastern (N. H.)* guaranteed.	492,500	8	8		100
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5		100
Elmira and Williamsport,* guar.	500,000	5	5		100
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7		80
Erie, preferred.	6,536,910	7	7		100
Hannibal and St. Joseph, pref.	6,253,836				113
Harrisburg and Lancaster,* guar.	1,182,550	7	7		100
Housatonic, preferred.	1,180,000	8	4		64
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3		100
Joliet and Chicago,* guar.	1,500,000	7	7		100
Joliet and Northern Indiana,* guar.	300,000	8	8		100
Lackawanna and Bloomsburg, pref.	500,000	7	7		100
Leds and Farmington,* guar.	2,646,100		5		100
Little Schuylkill,* guar.	2,646,100	7	7		100
Louisville, Cincinnati and Lexington preferred.	211,122	9	9		100
Marietta and Cincinnati, 1st pref.	6,586,135	6	22		224
" 2d pref.	4,051,744	6	6		8
Manchester and Lawrence*.	1,000,000		9		100
Michigan Southern, guaranteed.	586,800	10	10		100
Mill Creek and Mine Hill,* guar.	323,375	10	10		100
Millwaukee and P. du Chien, 1st pref.	3,214,250	8	8		105
" 2d pref.	1,014,000	7	7		100
Milwaukee and St. Paul, preferred.	8,050,892	7	8		84
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8		100
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12		100
New Haven and Northampton*.	1,344,000		2		100
New York and Harlem, pref.	1,500,000	8	8		120
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6		100
Northern Eastern (S. C.) preferred.	155,000	8	8		100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8		103
Ohio and Mississippi, pref.	5,500,000	7	7		76
Pateron and Hudson,* guar.	630,000	8	8		100
Pateron and Ramapo,* guar.	248,000		5		100
Philadelphia and Bureau Valley,* guar.	1,200,000		6		100
Philadelphia and Erie,*	5,996,700				100
Philadelphia and Reading, pref.	1,651,800		10		100
Philadelphia and Trenton,* guar.	1,099,120		10		100
Pittsfield and North Adams,* guar.	450,000	6	6		100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6		100
Portland, Sag. & Portsmouth,* guar.	1,500,000	6	6		100
Portsmouth and Concord*.	350,000	7	7		100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7		100
Rochester and Genesee Valley*.	557,560	7	7		100
Rutland, preferred.	2,040,000	7	7		76
St. Louis, Alton and T. H., pref.	445,596	6	6		67
Sandusky and Cincinnati, pref.	574,950	6	6		37
Schuylkill Valley,* guar.	869,450	5	5		5
Shamokin Valley & Pottsville,* guar.	1,300,000	5	5		5
Tol., Pott. & Warsaw (W. D.) pref.	1,700,000	7	7		100
" (E. D.) pref.	1,000,000	7	7		100
Toledo, Wabash and Western, pref.	274,000	7	7		77
Troy and Greenbush,* guar.	2,500,000	8	8		100
Vermont and Canada,* guar.	1,408,300	7	7		100
Warren,* guar.	200,000	5	5		100
White Mountains,* guar.	317,050	2	2		100
Wrightsv. York & Gettysburg,* pref.	317,050	2	2		100

## CANAL STOCKS:

Delaware Division* guar.	1,633,350	8	8	8	100
Morris, preferred.	1,175,000	10	10	65	100
Schuylkill Navigation, pref.	2,888,997	6	6	34	100
Union, preferred.	200,000	6	6	6	100

## MISCELLANEOUS STOCKS:

Cumberland Coal, pref.	5,774,400	6	35	35	100
Mariposa Mining, pref.	5,774,400	7	7	38	100

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	40	@	44	—
Pig, American, No. 1 (good to best).....	40	@	42	—	
Pig, American, No. 2.....	38	@	40	—	
Pig, American, Forge.....	37	@	38	—	
Bar, Refined, English and American.....	85	@	90	—	
Bar, Swedes, assorted sizes.....	(gold)	82	50	@	87 50

Bar, Swedes, ordinary sizes.....	—	@	140	—	
Bar, English and American, Refined.....	—	@	92	50	
Bar, English and American, Common.....	—	@	87	50	
Scroll.....	120	@	150	—	
Ovals and Half-round.....	117	50	@	142	50
Band.....	117	50	@	—	
Horse Shoes.....	117	50	@	—	
Rods, ½ to 1½ inch.....	97	50	@	155	—
Hoop.....	125	@	180	—	
Nail Rod.....	per lb.	8	@	9	—
Sheet, Russia, assorted No.'s.....	(gold)	11	@	12	—
Sheet, Single D. and T. Common.....	5	@	6	—	
Rails, English.....	(gold)	per ton	—	@	55
Rail, American.....	74	@	76	—	
Anvils, Eagle.....	per lb.	9	@	—	

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	18	@	22	—
English Spring (2d and 1st quality).....	9	@	11	—	
English Blister (2d and 1st quality).....	11	@	15	—	
English Machinery.....	12	@	16	—	
English German (2d and 1st quality).....	14	@	16	—	
American Blister "Black Diamond".....	10	@	16	—	
American, Cast, Tool, do.....	19	@	—	—	
American, Spring, do.....	10	@	13	—	
American Machinery do.....	10	@	13	—	
American German do.....	10	@	13	—	

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New.....	per lb.	—	@	33	—
Boils.....	—	@	35	—	
Braziers.....	—	@	35	—	
Nails.....	40	@	44	—	
Sheathing, &c., Old.....	22	@	23	—	
Sheathing, Yellow Metal.....	—	@	27	—	
Boils, Yellow Metal.....	—	@	27	—	
American Ingot.....	23	@	23	—	

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

English.....	(gold)	—	31 1/2 @	—	32
Plates—Fair to good brands.....	Gold.....	Currency.....			
I. C. Charcoal.... per box.	8 62 1/2 @	8 75	11 75 @	12 25	
I. C. Coke.....	7 — @	7 50	9 50 @	10 25	
Coke Terne.....	6 12 1/2 @	6 25	8 50 @	8 75	
Charcoal Terne.....	8 — @	8 50	10 75 @	11 62 1/2	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	17	@	—	—
Crude, 40 @ 47 gravity (in shipping order).....	21	@	22	—	
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	30	—	
Refined, Standard White (in ship's order).....	32	@	—	—	
Refined, prime White (in shipping order).....	32	@	33	—	
Refined, S. W. (in merchantable order).....	31	@	31	—	
Naphtha, Refined, (60 @ 63 gravity).....	9	@	9	—	
Residuum.....	per bbl.	—	@	6 25	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7	75	@	6
8 by 10 to 10 by 15.....	8	25	@	6	25	
11 by 14 to 12 by 18.....	9	75	@	6	50	
14 by 16 to 16 by 24.....	10	50	@	7	—	
18 by 22 to 18 by 30.....	10	50	@	7	50	
20 by 30 to 24 by 30.....	12	25	@	8	—	
24 by 31 to 24 by 36.....	15	@	9	—		
25 by 36 to 30 by 44.....	16	50	@	10	—	
30 by 46 to 32 by 48.....	17	50	@	12	50	
32 by 46 to 32 by 48.....	20	@	13	50		
32 by 46 to 32 by 56.....	22	@	14	50		
Above.....	25	@	16	—		

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)

6 by 8 to 8 by 10.....	per 50 feet.	8	50	@	6	25
8 by 11 to 10 by 15.....	9	@	6	75	—	
11 by 14 to 12 by 18.....	10	@	7	50	—	
13 by 18 to 16 by 24.....	11	@	8	—		
18 by 22 to 18 by 30.....	13	50	@	9	—	
20 by 30 to 24 by 30.....	16	50	@	10	—	
24 by 32 to 24 by 36.....	18	@	12	—		
25 by 36 to 30 by 40.....	20	@	16	—		
28 by 40 to 30 by 48.....	22	@	18	—		
30 by 50 to 32 by 56.....	24	@	20	—		
32 by 50 to 32 by 60.....	27	@	23	—		

(Subject to a discount of 40@50 per cent.)

English sills at 35 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending April 14.

	Th. 3.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Boston, Hartford & Erie.....						
California 7s (gold).....	60	60	60	60	60	60
Canton Co.....	108	110	110	112	111	112
Central of N. Jersey.....	108	154				
Chicago & Alton.....						
.. pref.....						
.. 1 M.....						
.. S. F.....						
.. Inc. bds.....						
Chicago, Burl. & Q.....	172	172				173
.. 8s, 1883.....						
Chi. & Gt. Eastern 1st m.....		84		84		
Chi. & Northwestern.....						
.. pref.....	97			96	95	96
.. 1st M.....	91					
.. Interest.....						
.. S. F.....						
.. Consol.....	96	97				
Chic. Rock Isl. & Pac.....		131		133		133
Chicago & R. I. 7s, 1879.....						
Chi. R. I. & P. 7s, 1896.....	94	94			93	94
Clev., Col. C. & Ind.....				87	88	90
Clev. and Pittsburg.....				90		
.. 2 M.....						
.. 3 M.....						
.. 4 M.....	76			76		
.. Con.....						
Clev. and Toledo.....						
.. S. F. 7s.....						
Col., Chi., & Ind. C.....	42				40	39
.. 1 M.....	82	82		83	83	82
Cumberland Canal & pref.....			126	126		126
Del. & Hudson Canal.....	126					
Del., Lack. & Western.....	114	114			113	
.. 1 M. 7s.....						
.. 2 M. 7s.....	92				91	
Erie Railway.....						
.. pref.....						
.. 1 M. 7s, 1897.....						
.. 2 M. 7s, 1879.....						
.. 3 M. 7s, 1883.....	89	89		89	88	70
.. 4 M. 7s, 1880.....	82			82		
.. 5 M. 7s, 1888.....						
Great Western 2d mort. 79.....						80
Hannibal & St. Joseph.....	114					114
.. pref.....	113					113
Hudson River.....	142	146		146	145	145
.. 1 M. 7s, 1869.....						
.. 2 M. S. F.....						
.. 3 M. 7s, 1875.....						
Illinois Central.....	139					139
.. bonds.....						
Lake Shore (C. P. & A.).....	98	97	97	97	97	98
Marietta & Cin. 1st pref. 23.....			22			
.. 2d pref.....				8		
Michigan Central.....	120		120			
.. S. F. 8s, 1882.....						
.. conv. 8s, '69.....	97	99		97	99	90
M. S. and N. L.....	97			97		
.. 1 M. S. F., 99.....	99					
.. 2 M.....				93		93
Mariposa Mining Co.....	19	19				
.. pref.....	36				37	37
.. Tr. 10s cts.....						65
Milw. and St. Paul.....	74	79	79	78	77	77
.. pref.....	88	85	85	84	85	
.. 1st mort.....	90		90	90		
.. 2d mort.....						
.. 8s.....				102		
.. 7 3-10s con.....				91		
Missouri 6s.....	87			87	86	
.. H. & St. J. 1sa.....						88
Morris and Essex.....		87	87			87
.. 1st mort.....	99	100		100		
.. 2d mort.....	89	90		90	90	
N. Jersey R.R. & T. Co.....					124	
New York Central.....	163	165		162	162	163
.. 7s, S. F. 1876.....						
.. 7s, conv. 76.....						
.. 6s, S. F. 1883.....	90	90				
.. 6s, S. F. 1887.....	90	90		90		
N. York and Harlem.....	135	139		139		138
.. pref.....						
.. 1 M. 7s, 1873.....						
N. Carolina 6s.....	60	60		61	60	60
.. new.....	54		55	55	54	54
Ohio and Miss.....		33			32	31
.. pref.....					76	
.. 1st M.....	94		94			
Pacific Mail S. S. Co.....	92	93	93	93	92	92
Panama.....		325				
Phila. and Reading.....	92	93		93	92	
Pitts. Ft. W. & Chicago.....	131	131	131	131	130	130
.. 1 M.....	102					
.. 2 M.....		102				
.. 3 M.....						
.. Equip. 8s.....	102					
Puget Sound Mining Co. 22.....		22	22	22		
S. L. Alton & T. H.....						
.. pref.....					67	
.. 1 M.....						
.. 2 M. pref.....						
.. Income bds.....						
Tennessee 6s.....	68	68		65	65	65
.. new.....	64	64	65	65	65	65
Tol. Wab. & Western.....	68	69	69	69	68	69
.. pref.....						
.. 1 M. ex.....					91	91
.. 2 M.....						
.. Equipment. 7s.....	78	78	78	78		
Virginia 6s, ex-coupon.....	58				57	57
.. new.....	59	58		59		



## New York Stock Exchange.

Actual Sale Prices for the week ending April 14.

Th.8. F.9. Sat.10. M.12. Tu.13. W.14

FEDERAL STOCKS:-					
U. S. 6s, 1871, reg.	105	105	105	105	105
U. S. 6s, 1871, coup.	105	105	105	105	105
U. S. 6s, 1874, reg.	115	115	115	115	115
U. S. 6s, 1874, coup.	115	115	115	115	115
U. S. 6s, 10-40s, coup.	105	105	105	105	105
U. S. 6s, 10-40s, reg.	105	105	105	105	105
U. S. 6s, 1881, reg.	115	115	115	115	115
U. S. 6s, 1881, coup.	115	115	115	115	115
U. S. 6s, '81, O.W.L.Y.	115	115	115	115	115
U. S. 6s, 1881, . . .	115	115	115	115	115
U. S. 6s, 5-20s, reg. '62.	120	120	120	120	120
U. S. 6s, 5-20s, c. 1862.119	120	120	120	120	120
U. S. 6s, 5-20s, c. 1864.114	115	115	114	115	115
U. S. 6s, 5-20s, reg. '64.109	115	115	113	115	115
U. S. 6s, 5-20s, c. 1865.116	117	117	117	117	117
U. S. 6s, 5-20s, r. n. '65.	113	113	113	113	114
U. S. 6s, 5-20s, c. n. '65.113	113	113	113	113	114
U. S. 6s, 5-20s, reg. '67.	113	113	113	113	113
U. S. 6s, 5-20s, c. 1867.113	113	113	113	113	113
U. S. 6s, 5-20s, reg. '68.	113	113	113	113	114
U. S. 6s, 5-20s, c. '68.	113	113	113	113	114
U. S. 6s, Pac. R.R. issue 103	103	104	104	104	104

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 13.

W. 7. Th.8. F.9. Sat.10. M.12. Tu.13

Catawissa					
.. preferred . . .	34	34	35	35	35
Camden and Amboy . . .	124	124	124	124	124
.. 6s, 1870 . . .	86	86	86	86	86
.. 6s, 1875 . . .	86	86	86	86	86
.. 6s, 1883 . . .	86	86	86	86	86
.. 6s, 1889 . . .	93	93	94	94	94
.. mort. 6s, '89 . . .	93	93	94	94	94
Elmira & Williamsport . . .	30	30	31	32	32
.. pref. . . . .	30	30	31	32	32
Lehigh Navigation . . .	93	93	93	93	93
.. 6s, 1884 . . .	93	93	93	93	93
.. Gold L. . . . .	86	86	86	86	86
.. R. R. L. . . . .	86	86	86	86	86
Lehigh Valley R. R. . . .	55	55	55	55	55
.. 6s new coup. . . .	94	94	94	94	94
.. 6s new reg. . . . .	96	96	96	96	96
Little Schuylkill R.R. . . .	43	43	43	43	43
.. 7s. . . . .	54	54	54	54	54
Minehill . . . . .	54	54	54	54	54
Morris Canal . . . . .	66	66	66	66	66
.. pref. . . . .	66	66	66	66	66
.. 6s, 1876 . . . . .	34	34	34	34	34
North Pennsylvania . . . .	85	85	85	85	85
.. 6s, 1880 . . . . .	85	85	85	85	85
.. 10s, 1887 . . . . .	48	48	48	48	48
Northern Central . . . . .	59	59	59	59	59
Pennsylvania R. R. . . . .	99	99	99	99	99
.. 1st M. . . . .	95	95	95	95	95
.. 2d M. . . . .	95	95	95	95	95
Penn. State, 6s, 1st series 102	102	102	102	102	102
.. 6s, 2d series 105	102	102	102	102	102
.. 6s, 3d series . . . .	107	107	107	107	107
.. 6s, W. L. . . . .	100	100	100	100	100
Philadelphia City, 6s . . . .	101	101	101	101	101
.. new . . . . .	101	101	101	101	101
Philad. Germ. & Nor. . . . .	46	46	46	46	46
Phila. & Reading . . . . .	46	46	46	46	46
.. 7s, 1893 . . . . .	103	103	103	103	103
Philadelphia and Erie . . . .	28	28	28	28	28
.. 6s . . . . .	29	29	28	28	28
.. 7s . . . . .	79	79	79	79	79
Schuylkill Navigation . . . .	17	17	17	17	17
.. pref. . . . .	17	17	17	17	17
.. 6s, 1882 . . . . .	65	65	65	65	65
.. 6s, 1876 . . . . .	65	65	65	65	65
.. 6s, 1872 . . . . .	65	65	65	65	65
Susq. Canal . . . . .	65	65	65	65	65
.. 6s, 1878 . . . . .	65	65	65	65	65
Union Canal, pref. . . . .	65	65	65	65	65
.. 6s, 1878 . . . . .	12	12	12	12	12
Hestonville, (Horse) . . . .	12	12	12	12	12
Chestnut & Wal. . . . .	45	45	45	45	45
Green & Coates . . . . .	43	43	43	43	43
2d and 3d streets . . . . .	43	43	43	43	43
Spruce and Pine . . . . .	43	43	43	43	43
13th and 15th sts. . . . .	43	43	43	43	43

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 13.

W. 7. Th.8. F.9. Sat.10. M.12. Tu.13

Baltimore					
Baltimore City 6s, 1875. 94	94	94	94	94	94
.. 1880 . . . . .	92	92	92	92	92
.. 1890 . . . . .	92	92	92	92	92
Balt and Ohio . . . . .	91	91	91	91	91
.. bonds, 1875 . . . . .	91	91	91	91	91
.. 1880. 91	91	91	91	91	91
.. 1885 . . . . .	90	90	90	90	90
Marietta & Cin. 1st M. 87	87	87	87	87	87
.. 2d M. . . . .	73	72	72	72	72
Northern Central . . . . .	48	48	48	48	48
.. bonds, 1885 . . . . .	84	84	84	84	84
.. 1900 . . . . .	82	82	82	82	82
N. W. Va. 1st mort. . . . .	85	85	85	85	85
.. 2d mort. . . . .	85	85	85	85	85
.. 3d mort. . . . .	85	85	85	85	85
City Passenger R. R. . . . .	85	85	85	85	85

## Boston Stock Exchange.

Actual Sale Prices for the week ending April 14.

Th.8. F.9. Sat.10. M.12. Tu.13. W.14

Boston and Albany					
149	149	149	149	149	149
Boston and Lowell . . . . .	135	135	135	135	135
Boston and Maine . . . . .	139	139	139	139	139
Boston and Providence . . . .	131	131	131	131	131
Boston, Hartford & Erie . . . .	24	24	24	23	23
.. 7s, new . . . . .	61	61	61	61	61
Cheshire, pref. . . . .	72	71	71	72	72
Concord . . . . .	130	130	130	130	130
Connecticut River . . . . .	113	113	113	113	113
Eastern . . . . .	134	134	134	134	134
Fitchburg . . . . .	134	134	134	134	134
Manchester & Law's . . . . .	120	120	120	120	120
Michigan Central . . . . .	120	120	120	120	120
Northern, N. H. . . . .	115	115	115	115	115
Ogdens & Lake Champ . . . . .	66	66	66	66	66
.. pref. . . . .	103	103	103	103	103
Old Colony & Newport . . . . .	94	94	94	94	94
Ph. Wil. & Baltimore . . . . .	52	52	51	51	51
Port'd, Saco & Ports . . . . .	105	105	105	105	105
Vermont & Canada . . . . .	57	57	57	57	57
Vermont & Mass. . . . .	57	57	57	57	57
Vt. C. & Vt. & C. Eq. 8s . . . .	102	102	102	102	102
Broadway (Horse) . . . . .	97	97	97	97	97
Cambridge . . . . .	68	68	68	68	68
Metropolitan . . . . .	65	65	65	65	65
Middlesex . . . . .	65	65	65	65	65
Central Mining Co. . . . .	7	7	7	7	7
Copper Falls . . . . .	17	17	17	17	17
Franklin . . . . .	17	17	17	17	17
Huron . . . . .	63	63	63	63	63
Iso Royale . . . . .	63	63	63	63	63
National . . . . .	63	63	63	63	63
Minnesota . . . . .	63	63	63	63	63
Pewabic . . . . .	10	10	10	10	10
Pittsburg . . . . .	20	20	20	20	20
Quincy . . . . .	25	25	25	25	25

## London Stock Exchange.

Closing Prices.

March 25. March 19.

Att. & Gt. West. N. Y. sec. 7 per ct.			
1st mort, 1880 . . . . .	65	70	65
Do. do., 2d mort, 1881 . . . . .	55	60	55
Do. Penn., 1st mort, 1877 . . . . .	65	70	65
Do. do., 2d mort, 1882 . . . . .	55	60	55
Do. Consol. 7 per cent. mort. bonds	90	90	90
£100 paid, 1890 . . . . .	31	32	31
Detroit and Milwaukee 1st mort. 7s . .	63	65	63
Do. 2d mort. 8 p. c. . . . .	64	67	64
Erie shares 100 dol. all paid . . . . .	24	25	24
Do. eterlg. 6 p. c. convertible bonds 68	68	70	68
Do. 3d mort. 7 p. c. 1883 . . . . .	60	65	60
Illinois Central, 6 per cent., 1875 . . .	101	103	101
Do. Redemption mort. bonds 6 p. c. 101	101	103	101
Do. 7 per cent., 1875 . . . . .	82	84	82
Do. 100 dol. shares, all paid . . . . .	96	97	96
Marietta and Cin. R. R. bonds 7 p. c. .	75	80	75
Panama General mort. 7s, 1897 . . . .	107	107	107
Penn. R. R. bonds, 2d mort. 6 per ct. .	95	97	95
Do. General mort. 6 p. c. 1910 . . . .	87	88	87
Philadelphia and Erie 1st mort. 1881 .	89	91	89
Do. with option to be paid in Phila. .	89	91	89

## American Railroad Journal.

Saturday, April 17, 1869.

## Stock Exchange and Money Market.

The Money Market has been unusually close and active, nearly all the week, the pressure having been quite severe up to a late hour on Tuesday, when the current rates on call ranged from 7 per cent. gold, to  $\frac{1}{8}$  per cent. per day, flat. At the close of business on Tuesday, and through Wednesday, there was a somewhat easier feeling perceptible, the leading Government stock houses having been given accommodation at 7 per cent. in currency adding in some instances a fractional commission for the aid. The banks have not been making any considerable fresh advances, even as an exceptional matter. They reduced their loans, last week, nearly  $\frac{1}{2}$  millions. They reported a further loss of nearly four millions of deposits, and nearly two millions of specie. A slight increase in the legal tender reserve was noted. The Sub-Treasury added nearly three millions to its cash balances, during the week, its receipts from all sources having been over seven millions, while its disbursements on all accounts, were a little short of  $\frac{1}{4}$  millions, including less than half a million of coin interest. In the discount line there has been very little movement,

and even the best grades of business paper have been quoted slow of sale at 10@12 per cent. per annum.

The specie reserve of the city banks is now \$8,794,543, against \$16,843,150 same time last year. The city bank deposits are now \$171,495,580, against \$179,851,880 week ending April 11, 1868. The legal tender reserve amounts to \$48,644,732, against \$51,982,809 same time last year. The circulation now stands at \$34,609,860, against \$24,194,272 same time last year. The loans are now \$257,480,227, against \$252,936,725 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$135,009,409 a day, against a daily average of \$139,737,282 the preceding week, and \$139,997,747 the week ending with March 24, 1869. The current week's exchanges average about \$135,500,000 a day. The city banks, last week, reported a further loss of \$1,943,850 of specie, and \$3,880,201 of deposits, with a gain of \$148,373 of legal tender notes. They reduced their loans, \$4,453,443; and their circulation, \$207,556.

National Bank notes to the amount of \$99,050 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$313,796,806, against \$282,555,440 at the close of the fiscal year ending June 30, 1868. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$13,979,051, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,817,755. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,798,300; and for the public deposits, \$30,875,350—making a total of \$273,673,650. The Treasury Department last week redeemed and destroyed \$536,600 of worn and mutilated fractional currency, and issued \$406,000 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was \$36,719,912, against \$36,781,548 on March 1, 1869, \$35,511,127 on Feb. 1, and \$34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 10, were \$7,101,850, including \$2,718,338 from customs duties; payments, \$4,246,920, including \$437,459 of coin interest; balance at the close of the week, \$89,735,196, against \$86,880,266, at the close of the preceding week, showing an increase of \$2,854,930. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$1,040,484, including \$458,527 from customs; payments, \$1,393,661 including \$133,000 of coin interest. On Tuesday, receipts, \$930,594 including \$567,481 from customs and payments, \$454,648 including \$26,387 of coin interest. The balance at the close of business on Tuesday stood at \$89,857,966, against \$87,611,306 a week previous; and \$88,518,543, on March 24, 1869. The aggregate receipts of the office in March were \$40,051,331, including \$13,241,405 from customs, aggregate payments, \$40,897,476, including \$3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was \$21,672,500 against \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certifi-

cates to the amount of \$308,200, and retired \$2,854,930 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached \$1,793,180.

Government revenues have been yielding more satisfactorily since our last. The excises, last week, yielded about  $4\frac{1}{4}$  millions; customs at the port of New York, \$2,718,338 and at the outports about \$918,000 (in coin) more, making the grand total income for the week equal to about \$9,150,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 118 millions, according to the latest Washington advices.

Gold has been in more active speculative demand, and more variable in price, ranging from  $131\frac{1}{2}$  to  $133\frac{1}{2}$ , and leaving off on Wednesday  $132\frac{1}{2}$ . There was quite a lively call for cash gold late on Saturday, and as much as  $\frac{1}{2}$  @ 1 per cent. was paid for the use of coin until Monday, owing it was said to a temporary difficulty between the Bank of New York, and the Gold Exchange Bank, in the settlement of balances. The past week's exports of specie were only \$326,350; while the imports of foreign specie were \$394,893. On Monday, the *City of Brooklyn* from Liverpool delivered here £207,000 in specie. There were nearly \$223,000 in specie received from California. The customs demand continues to absorb about half a million a day, at this port.

The Gold Exchange Bank clearances on Wednesday, were \$41,092,000, and the resulting balances \$1,622,798 in coin, and \$3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,196,355, average amount of specie \$457,142, average amount of deposits \$931,195.

The customs demand for Gold last week, averaged \$458,056 a day; thus far, this week, it has averaged \$510,000 a day, or equal to a weekly aggregate of \$3,060,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$394,893, and since Jan. 1, \$4,766,948, against \$2,540,021 same time in 1868. The receipts from California, last week, were \$222,296. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$98,807,977, against \$88,888,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 16th 1869, \$1,543,675, against \$1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$16,798,343, against \$26,784,299 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$9,985,956. The exports of specie, from this port, last week, were \$326,350, against \$891,807 same week last year; total, since July 1, 1868, \$31,416,963, against \$44,411,282 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$487,459; since July 1, 1868, \$67,891,636, against \$54,517,162 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to March 16, 1869, were \$8,830,392, against \$7,490,417 same time in 1868.

The offerings of Foreign Exchange have been

more extensive since our last, and under the Money pressure prices have declined. The demand has been very moderate. Bankers' prime sixty day bills on London closed on Wednesday at  $107\frac{1}{2}$  @  $107\frac{3}{8}$ , and on Paris to  $5.27\frac{1}{2}$  @  $5.22\frac{1}{2}$ ; sight bills on London to  $108\frac{1}{2}$  @  $108\frac{1}{2}$ , and on Paris to  $5.21\frac{1}{2}$  @  $5.20$ . The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,617,388, against \$3,013,393 same week last year; total, since July 1, 1868, \$127,331,660, against \$142,498,735 same time in preceding fiscal year of 1867-'68.

Government securities have been quite confidently held all through the week, in defiance of the severe price in Money, and in the face of a very moderate demand from investment buyers. The offerings of bonds have been comparatively light, and sellers seemed unwilling to modify prices.

U. S. sixes of 1881 closed here on Wednesday at  $116\frac{1}{2}$  @  $116\frac{1}{2}$ ; U. S. Five-twenties of 1862,  $120\frac{1}{2}$  @  $120\frac{1}{2}$ ; U. S. Five-twenties of 1864 at  $115\frac{1}{2}$  @  $115\frac{3}{8}$ ; U. S. Five-twenties of 1865 at  $117\frac{1}{2}$  @  $117\frac{1}{2}$ ; U. S. Five-twenties of 1866, consolidated,  $114\frac{1}{2}$  @  $114\frac{1}{2}$ ; U. S. Five-twenties of 1867,  $114\frac{1}{2}$  @  $114\frac{1}{2}$ ; U. S. Five-twenties of 1868,  $114\frac{1}{2}$  @  $114\frac{1}{2}$ ; U. S. Ten-forties at  $105\frac{1}{2}$  @  $105\frac{1}{2}$ ; U. S. Six per cent. currency bonds,  $103\frac{1}{2}$  @  $104\frac{1}{2}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 31.	April 7.	April 14.
Consols .....	$93\frac{1}{2}$	$93\frac{1}{2}$	$93\frac{1}{2}$
U. S. 5-20's of 1862...	$83\frac{3}{4}$	$83\frac{3}{8}$	84
Erie .....	$24\frac{1}{4}$	$24\frac{1}{4}$	24
Ill. Central .....	$96\frac{3}{4}$	$96\frac{3}{4}$	$96\frac{3}{4}$
Atl. and Gt. Western. ....	....	....	$30\frac{1}{2}$

There have been wider fluctuations in railway and miscellaneous share values, since our last, on a fairly active market.

General business has shown more activity in the leading articles of produce, but at lower prices, especially for Flour, Grain, Pork, Petroleum, and Naval Stores. Middling upland cotton closed steadily on Wednesday at  $28\frac{3}{4}$  @  $29$  cts. per lb. The stock of cotton now here is estimated at about 110,000 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,941,000 bales, against 1,952,000 bales same time in 1867-'8; exports, same time 1,051,000 bales, against 1,387,000 bales same time in 1867-'8; stock on hand at latest dates, 357,000 bales, against 261,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 7,134 pkgs., against 8,235 pkgs., same time last year. From Boston, 3,262 pkgs., against 4,372 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand at from  $11\frac{1}{2}$  @  $17\frac{1}{2}$  c., per lb.; week's receipts, 7,482. Milch cows in fair demand at \$40 @ \$110 each, receipts, 74. Veal calves in fair request at from  $9\frac{1}{2}$  @  $13$  c. per lb. Sheep and lambs moderately active at  $5\frac{1}{2}$  @  $9\frac{1}{2}$  c., per lb.; receipts, 22,756. Swine more active at  $10\frac{1}{2}$  @  $11\frac{1}{2}$  c. per lb.; receipts, 18,361. There has been a fair call for foreign merchandise, but the tendency of prices has been generally in favor of purchasers. The total imports of foreign dry goods, last week,

were \$2,288,958, and the total amount marketed \$2,888,479. The value of foreign merchandise imported last week, was \$5,693,865—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$7,982,823, against \$4,522,237 same week last year; total since July 1, 1868, \$210,763,672, against \$182,859,615 in 1867-'8. The ocean freight market shows more animation, but on the basis of reduced rates generally. For Liverpool we quote flour at  $1s. 3d.$  by sail, and  $1s. 6d.$  by steamer, per bbl.; grain at  $1\frac{1}{2}d.$  @  $2d.$  by sail, and  $2d.$  @  $2\frac{1}{2}d.$  by steamer, per bushel; cotton at  $\frac{1}{2}d.$  by sail, and  $\frac{3}{4}d.$  @  $\frac{1}{2}d.$  by steamer, per lb.; and heavy goods  $10s.$  @  $25s.$  by sail, and  $10s.$  @  $30s.$  by steamer, per ton. Total number of vessels in port on Wednesday, 505.

The New York exports, exclusive of specie, for the week ending April 13, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week .....	\$3,013,393	\$3,617,388
Prev. reported .....	47,194,634	40,982,106

Since January 1.....\$50,208,027 \$44,599,494

The imports for the week ending April 10, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods .....	\$1,283,873	\$2,288,958
Gen. merchandise .....	3,283,364	5,693,865

Total for the week....\$4,522,237 \$7,982,823  
Previously reported....61,328,423 77,367,354

Since January 1.....\$65,850,660 \$85,850,177

The balance in the Sub-Treasury on Wednesday was \$89,921,871 17.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—New Jersey Central 1st mort.,  $98\frac{3}{4}$ ; Ohio and Mississippi Consolidated bonds,  $84\frac{1}{2}$ ; Marietta and Cincinnati 1st mort., 85; New York and New Haven, 120; do., 6s, 94; Dubuque and Sioux City 1st mort., 116; do., 1st mort., 90; Chicago and Milwaukee 1st mort.,  $88\frac{1}{2}$ ; Milwaukee and St. Paul 1st mort., Iowa Division 87; St. Louis and Iron Mt. 1st mort., 83; Toledo, Peoria and Warsaw 1st mort., W. D., 82; Toledo, Wabash and Western consol. bonds, 80; Norwich and Worcester R. R., 104; New York, Providence and Boston, 83; Alabama 8s,  $99\frac{1}{2}$ ; Ohio 6s, 1886, 102; Michigan 6s, 98; Louisiana 6s,  $72\frac{1}{2}$ ; do., levee bonds, 71; New York State 7s, Bounty Loan,  $109\frac{1}{2}$ ; do, 5s, 1874,  $100\frac{1}{4}$ ; Brooklyn 6s, Water Loan,  $94\frac{1}{2}$ ; Jersey City Water Loan, 93; Adams' Exp. Co., 59; Wells-Fargo Exp., 31; Am. Mer. Union Exp.,  $40\frac{1}{4}$ ; U. S. Exp.,  $58\frac{3}{4}$ ; Western Union Telegraph,  $40\frac{1}{2}$ ; do., 7s, 87; Atlantic Mail S. S. Co., 22; Central petroleum, 0.90; Consolidated Gregory Gold, 3.10; Combination Silver, 8.50; Buchanan Farm oil, 0.53; Bennehoff Run, 0.45; Grass Valley, 1.00; Home oil, 4.95; Liberty gold, 0.03; La Crosse gold, 0.30; Montana Gold, 0.30; N. Y. and Eldorado, 0.42; Pit Hole Creek, petroleum, 1.50; Quartz Hill Gold, 1.40; Rocky Mt. Gold, 0.16; Smith and Parmelee Gold, 2.95; United States petroleum, 1.65; Wallkill Lead, 0.45.

**Philadelphia.**—West Jersey R. R., 6s,  $90\frac{3}{8}$ ; Sunbury and Erie 7s,  $97\frac{3}{8}$ ; Philadelphia and Sunbury 7s, 92 Phila. and Reading 6s, 1880, 90; Phila.



and Trenton R. R., 123¼; Germantown Passenger R. R., 29½; West Phila. R. R., 61; Allegheny County Comp. 5s, 74½; N. Y. and Middle Coal Fields, 4.81; Shamokin Coal, 5½; Locust Mt. Coal, 45; Big Mt. Coal, 5½; Niagara Oil, 2¼. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101@101½; State 5s, reg., —@—; do., coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 102¼@102½; do., 2d series, 105@106; do., 3d series, 106½@106¾; Reading, 46½@46¾; do., 7s, 1893, 103@104; do., 6s, 1880, 90@90½; Camden and Amboy, 124½@124¾; do., mort. 6s, 1889, 94¼@95; do., 1883, 85¼@87; Penn. R. R., 59½@59¾; do., 1st mort., 99@99¼; do., 2d mort., 94½@95; Little Schuylkill R. R., 42¾@43; Morris Canal, 30@30; do., pref., 65@67; do., bonds, 85@86; Susquehanna Canal, 13@13; do., 6s, 56@56¾; Sch. Nav., 9@10; do., pref., 17¾@18; do., 6s, 1882, 64¼@65; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30¼@32; do., pref., 40@40; do., 7s, 1873, 89½@91; do., 5s, 59@60; Lehigh Coal and Navigation, 32@32¼; do., 6s, 1884, 82½@83; do., R.R., Loan, 86¼@86½; do., Gold Loan, 93½@94; North Pennsylvania, 34@35; do., 6s, 88½@89; do., Chattle 10s, 108@109; Philadelphia and Erie, 25¾@28½; do., 6s, 84@85¼; Minehill, 54@54½; Catawissa, 10@—; do., pref., 34½@34¾; Lehigh Valley, 54½@55; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 88@40; Second and Third, 43@45; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17½@18; Girard College, 27@30; Tenth and Eleventh, 70@71; Union, 40@43; Hestonville, 12½@12¾.

**Boston.**—Rutland and Burlington 1st mort., 145½; Vermont Central 1st mort., 77½; Old Colony and Newport 7s, 1877, 100¾@101¼; do., 6s, 1876, 94; Cedar Rapids and Missouri 7s, 1891, 92; Rockford, Rock Island and St. Louis R. R. 7s, 96; Union Pacific R. R. 6s, 87; Cheshire R.R. 6s, 92¼; Burlington and Missouri River R.R. 7s, 87; Summit Branch R. R., 22; Indianapolis and Cincinnati R. R., 18¾; Cincinnati, Sandusky and Cleveland R. R., 22½; Rutland R. R., 32; Conn. and Pass. Rivers R. R., pref., 87½; Cape Cod R. R., 66½; N. Y., Providence and Boston R. R., 79¾; Boston Water Power Co., 17¾; Essex Co., 118¼; Waverly Land, 1¾; Short Mt. Coal, 18; Rhode Island 6s, 99½; Vermont 6s, 1891, 99½; Massachusetts 5-20s, currency, 101¼; Bath 6s, 1898, 91½; Augusta 6s, 1870, 99¾; Albany 6s, 1886, 93¾; Bangor 6s, 1894, 92; Chicago 7s, 95¼@96¼; Salem 6s, 10-50s, 100; Cambridge 6s, 1875, 99¼; Boston 6s, 1876, currency, 101½; do., 5s, 1886, gold, 106; Cincinnati 6s 1885, 87½; Allouez Mining Co., 4½; Concord, 2; Ridge, 5; Star, 37½c.

**Baltimore.**—Maryland Defense Loan, 99¾; Virginia 6s, old, reg., 49¾; do., coupon 6s, old, 56¾; do., 1867, reg., 50; Western Maryland 2d mort. pref., 50; Richmond and Danville bonds, 72½; Virginia and Tennessee 4th mort., 72; Central Ohio R. R., 32; Baltimore Copper, 48½; Santa Clara, 1.50; Mineral Hill, 0.04; George's Creek Coal, 67½. The latest quotations are: Balt. and Ohio, 118@119; do., 6s, 1875, 91¼@91½; do., 1880, 91@91¼; do., 1885, 90@90½; Northern Central, 47½@48; do., bonds, 1885, 84@84½; do., 1900, 82½@83; Parkersburg Branch,

23@24; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 83@85; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87@88¼; do., 2d mort., 72¼@73; Central Ohio, 81@82; do., 1st mort., 82@83; Western Md. 6s, 1890, 68@72; do., guar., 87@90; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 73@—; Baltimore 6s, 1875, 90½@92; do., 1886, 91¾@92; do., 1890, 92@92½; do., 1893, 92@—; do., 5s, 1838-70, 73@75; City Passenger R. R., 18@18¼; George's Creek Coal, 67½@67¾; Santa Clara, 1.50@1.55; Atlantic Coal, 2.80@3.25.

**A DESIRABLE INVESTMENT. ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD CO. FIRST MORTGAGE 7 PER CENT. BONDS. TWELVE THOUSAND DOLLARS PER MILE GUARANTEED BY—The Terre Haute and Indianapolis Railroad Company. The Columbus, Chicago and Indiana Central Railway Company. The Pittsburg, Cincinnati and St. Louis Railway Company. The Pennsylvania Railway Company, for sale by LUDLOW THOMAS, 39 Pine street, New York.**

#### Illinois Central Railroad.

The statement of this Company for the month ending March 28, 1869, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	9,621.22 for	\$94,186.28
Acres Int. Fund Lands		
sold.....	174.41 for	2,712.05
Acres Free Lands sold..	1,420.51 for	19,790.48
Total sales during month of March, 1869.....	11,216.14 for	\$116,688.81
To which add Town Lot Sales.....		80.00

Total of all.....11,216.14 for \$116,768.81  
Cash collected in March.....\$206,124.43

##### TRAFFIC DEPARTMENT.

Receipts from Freight.....	\$369,781.00
do. Passengers.....	138,591.10
do. Mails.....	6,358.33
do. Rent of Road.....	4,000.00
do. Other Sources.....	90,000.00

Total Receipts in March, 1869.....\$608,730.43  
Total Receipts in March, 1868.....\$390,353.34

Estimated earnings in the month of March, on the D. & S. C. R. R., not included above.....\$102,828.90  
Corresponding month of 1868.....\$52,668.40

#### Changeable Gauge Cars.

The "National Despatch Line" have now running a through line of changeable gauge freight cars between Boston and Chicago, passing over the Boston and Lowell and Nashua, Concord, Northern (N. H.), Vermont Central, Montreal and Vermont Junction, Grand Trunk and Michigan Central Railroads, comprising the 4 ft. 8½@5 ft. 6 in. gauges. Two hundred of these cars are now under contract, all of which will be completed by the first of July. One hundred have already been delivered, and are now running on the line, a part of them since the first of January, and it is intended immediately to increase the number of cars to 500, and afterwards further to increase the stock as the business may require; thus furnishing to Boston and other New England cities and towns another expeditious through freight line

without trans-shipment to and from Chicago and other Western cities.

#### Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of March, as compared with the same period of the year 1868:

	1869.	1868.
From freight.....	\$497,126.05	\$450,767.03
" passengers.....	221,818.10	212,152.81
" express matter....	10,651.50	10,257.00
" mail.....	7,825.00	7,825.00
" rent of railway....	7,083.34	7,083.34
" miscellaneous....	1,000.00	1,232.16
Total.....	\$745,508.99	\$689,317.34
Expenses.....	404,549.64	397,240.81

Net earnings.....\$340,954.35 \$292,076.53  
This shows a decrease in earnings of \$56,186.65; with a decrease in expenses of \$7,308.83—making the increase in net earnings, \$48,877.82.  
The earnings and expenses, from January 1 to March 31, compare as follows:

	1869.	1868.
Earnings.....	\$1,957,222.80	\$1,799,188.50
Expenses.....	1,249,747.09	1,186,085.37

Net earnings.....\$707,475.71 \$613,053.13  
This shows an increase in earnings of \$158,084.30; with an increase in expenses of \$63,661.72—making the increase in net earnings, \$94,422.58.

The Macon and Western Railroad Company have declared a stock dividend of 33½ per cent. out of the earnings that have heretofore been invested in the construction and improvement of the company, payable on and after the 15th of May. Stockholders registered in New York will receive their dividends at the National Bank of the Republic. No fractional shares will be issued, and no transfers will be made after April 25 until May 15.

The President has approved the act recently passed by Congress, to extend the time for the Little Rock and Fort Smith Railroad Company to complete the first section of twenty miles of said road. Also the act to amend an act, entitled "An act granting land to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July 25, 1866.

The tunnel on Crooked Creek, near Marble Head, in Bollinger Co., Mo., on the line of the Iron Mountain Railroad Extension, has been opened to daylight. It is about 1,000 feet in length. The road bed of this road is now complete, and the company are only awaiting the arrival of rails to finish twenty-five miles, when the entire line will be opened.

The earnings of the European and North American Railway in March, 1869, were \$12,360, against \$10,871 in March, 1868—an increase of \$1,489.

Concord, N. H., has pledged nearly \$75,000 toward the extension of the Concord and Claremont Railroad. The final survey will be commenced as soon as the ground is settled.

The New Orleans and Opelousas Railroad has just concluded a contract for one hundred and sixty tons of English railroad iron, extra quality.

From Herapath's Railway Journal.

### American Locomotives and Rolling Stock.

Mr. Zerah Colburn, M. Inst. C. E., read a paper upon the above subject before the Institution of Civil Engineers on the 9th ult.

It was remarked that, in construction and working, the American railways represented little more than a modified application of English practice. When the systems of the railway machinery of the two countries were compared, many of the differences which first struck the eye were found to be external rather than fundamental; and so, too, many of the peculiarities of construction now retained in America were due to the initiative of English Engineers.

Pursuing the history of the introduction of locomotives into the States, it was observed that the first two worked in America were made in England, in 1828, one by Mr. George Stephenson, the other by Mr. J. U. Rastrick. In the same year the engineers of the then contemplated Baltimore and Ohio railroad visited this country, when Mr. Robert Stephenson suggested to them, what was now the distinguishing feature of all American railway rolling stock, viz.: the bogie, to be applied to the engines intended to work round curves of 6 chains radius, at that time proposed to be adopted. The bogie, which had grown out of William Chapman's invention of 1812, was then, Mr. Stephenson stated, in regular use upon the quays of Newcastle. Having regard to the character of the lines first constructed in the States, it was essential that the locomotives should be light and cheap, and the first engines made there, between 1830 and 1832, weighed only from  $3\frac{1}{2}$  tons to 4 tons. Some of the English built engines imported at about that time had their leading wheels removed, and a swivelling bogie substituted. The bogie, was not, however, exclusively employed. Considerable numbers of engines made by Messrs. Stephenson and Co., Messrs. Bury, Curtis, and Kennedy, Messrs. George Forrester and Co., and Messrs. Braithwaite and Co., were afterwards imported and worked as originally constructed; and, as late as 1855, at least one hundred locomotives of English construction, or made almost exactly upon Messrs. Stephenson's plans, could have been counted at work in the States. For many years wood only was employed as fuel, and as it produced great quantities of sparks, as annoying to passengers as they were dangerous to goods, much ingenuity was directed to the problem of separating and withholding them from the escaping smoke and steam; and the voluminous "spark arresters" were very successful in this respect, while they gave also an individuality to the engines. Again, the rigours of the American winters compelled the adoption of some kind of shelter for the enginemen and firemen; and this was afforded by the bulky, and often extravagantly painted "cabs," which imparted a novel appearance but without in any way affecting the principles, or economical conditions of working, of the engine.

As high speeds were seldom attempted upon the early American lines, the greatest steam tractive power was sought and obtained, both by working high-pressure steam and by employing driving wheels of small diameter. Thus, although, in 1835, the English built engines, and those copied from them, were worked at 50lbs. pressure, and had five feet driving wheels, it was not long before American practice settled upon 90lbs. to 100 lbs. pressure and 4ft. or even 3ft. 8in. driving wheels. It was soon found, however, that the adhesion weight upon a single pair of wheels, necessary to work up this increased steam tractive force, was too great for the strength of the way, and coupling was then resorted to; and now, with the exception of a few light tank engines on branch lines, there was not probably an engine in the States having single or uncoupled driving wheels. Four tons might be said to have been the maximum per wheel for many years, while three tons was the more usual average. Compensating levers, generally made of long steel springs, were now employed on all American en-

gines, whereby the weight was not only equalled between the coupled wheels, but the effect of a jolt upon one pair was divided and distributed, through the springs and levers upon the other pair. For some years, too, the bearings of the outer ends of the springs of the coupled wheels were made to rest upon india-rubber blocks.

The details were then given of several descriptions of engines long worked on the Baltimore and Ohio and Reading railroads, as well as of that employed to work the incline of 1 in 16 $\frac{1}{2}$  and 1 $\frac{1}{4}$  mile long, at the Madison terminus of the Madison and Indianapolis railway. Compared with English practice, in which six-wheeled coupled engines had from 5 tons to 6 tons on a wheel, and eight-wheeled coupled engines had 7 tons on a wheel, it was observed that the subdivision of weight in American engines was carried about half as far again, or, in other words, that they averaged only about two-thirds as much weight per wheel, and that they thus required, for a given total weight, half as many more wheels. Except with smaller wheels, this could not be done on any practicable length of wheel base, but none of the American goods and bank engines of which the particulars had been given, had wheels larger than 3ft. 11in. in diameter. There were objections also, of much weight, to coupling a large number of wheels from a single pair of cylinders. It was more or less difficult, if not impossible, to preserve an exact equality in the diameter of the wheels, an exact parallelism of the axles, and an exact equality in length of the coupling rods. The extent to which coupling had been carried in American goods engines had been due, in a great measure, to the following expedients. The coupled wheels were as equally loaded as possible; Their tyres, in a majority of cases, were of chilled cast-iron, since replaced by steel; and the former were cast, and the latter turned, nearly or quite to a cylindrical form, or with but little or no cone. The driving wheels were the middle pair, or, in the case of an even number of pairs, one of the pairs nearest to the mid length of the wheel base; compensating levers were employed, and adjusting wedges had for some years been applied to the axle boxes. The coupling rods, in many cases, were made without brasses, round steel bushings being fitted to circular eyes formed at the exact required distance apart in the ends of the rods. With the exception of the leading and trailing wheels, the coupled wheels were generally fitted with plain cylindrical tyres having no flanges. Outside coupling cranks, necessary with outside frames, had rarely been employed, and were never so now. The coupling rods were counterweighted, within the wheels themselves, no attempt being made, in inside cylinder engines, to set off their weight against that of the cranks and attached parts. In other words, the coupling pins of the driving wheels were coincident, on each side of the engine, with the position of the crank in inside cylinder engines, and, of course, necessarily so in outside cylinder engines. The experience of American locomotive engineers had been to the effect that with this arrangement, which was the opposite of English practice, the axle-boxes wore more uniformly, and that there was less "knocking" where a little play in the horn plates had once begun. And lastly, the length of the crank being one-half the radius of the small coupled wheels employed, any inequality in the length of the coupling rods was attended with less slipping and binding than where, with larger wheels, the crank was but about one-third the radius of the wheel.

The general form of passenger engine now in use in the States was then described. It had in most cases outside cylinders—indeed inside cylinder engines had not been built for many years—and it had invariably four coupled driving wheels, and a four-wheeled bogie. The leading dimensions of the representative type of passenger engines were, cylinders from 15 inches to 17 inches in diameter, with a length of stroke of from 22 inches to 24 inches, and coupled driving wheels of from 5 feet to 5 feet 8 inches in diam-

eter. Such engines would exert a tractive force of 3 $\frac{1}{2}$  tons to 4 tons in starting, for which their adhesive weight, assisted sometimes by sand, was sufficient; and thus they could get quickly away from stations even with trains of a gross weight of two hundred tons or more. Economy of fuel had not been studied to the same extent in America as in English locomotives; the blast pipes of the former were smaller, the draught more forced, the back pressure greater, and less expansion was attempted in the cylinders, the link motion being generally arranged to cut off at one-third stroke as a minimum, and at nine-tenths or more as a maximum. It was thus that boilers of moderate size were made to supply steam for work equal to 300 I. H. P., or the exertion of upwards of 2 tons of draught upon a passenger train at a mean speed of 25 miles an hour; but there was nothing remarkable in the consumption of from 50lbs. to 60lbs. of coal per mile in such work. It was stated that on the Pennsylvania Central railroad, a line 356 miles long, with gradients of 1 in 100 and 1 in 55, the consumption of coal for both goods and passenger trains amounted on an average to about 70lbs. per train mile, the goods mileage being three and a half times the passenger mileage. The coal was of excellent steaming quality, and cost about 3d. in currency, or 2d. in coin, per train mile. At this rate a difference in consumption of 24lbs. of coal per mile would only cause a variation of a penny per mile in the cost of fuel; and it had been argued that such a waste was better than the alternative of employing an engine 4 tons or 5 tons heavier, to work with a less rapid rate of combustion, a slower piston speed, and more expansively.

The policy of American railway managers with respect to goods traffic, as it was also the policy of the managers of most of the French lines, was maximum loads at slow speeds, involving a maximum resistance per ton, and correspondingly a maximum working expenditure per ton.

No experiments upon the dynamical efficiency of American engines had been made, so far as the author was aware; but he had run an experimental train on the Erie railway, over the whole length of the line and back, a total distance of nearly 900 miles. The same engine was employed throughout the run, occupying in all nearly three weeks, making an average for each week day of about 50 miles. The results of these experiments appeared to show that the resistance of bogie rolling stock, even under disadvantages, was less than that of English rolling stock as ascertained by the best authorities, and also that the ratio of adhesion to weight averaged considerably more in the States than in England. With respect to adhesion, as the surfaces in contact were identical with those on English railways—indeed the rails and tyres in general use in the States were commonly of English manufacture—any difference in this respect must be attributed partly to the influence of climate and partly to a better application of sand, when necessary to increase the bite upon the rails. The sand was dropped equally upon both rails, not in intermittent handfuls down a pipe on one side of the engine only, but by means of the hand gear and regulating valve since adopted on the North London railway. The experiments in question were, no doubt, influenced by the favorable circumstances of weather, and something was to be allowed also for the great length of train drawn, very long trains having a less tractive resistance per ton on a level than short ones, and something, possibly more than was commonly supposed, might have been due to the use of oil-tight axle-boxes, the saponaceous compound known as "railway grease" being nowhere in use on railways in the States. Messrs. Guebard and Dieudonné's experiments, made in 1867, on the Eastern railway of France, showed a considerable diminution in the resistance of oil-boxed rolling stock as compared with that fitted with grease-boxes.

With regard to the expense of maintenance, it was stated that the average cost of engine repairs in the States, exclusive of those renewals which



amounted to building a new engine, might be taken as a maximum at 10 cents currency per train mile, equal to 3½d. in coin. Of this, the absolute difference in the cost of labour and materials would account for nearly or quite 1d., leaving 2½d. to 8d. as the cost at English prices. Again, the manner in which these repairs were conducted showed a want of system and organization, and the shops were not fitted with some of the appliances considered essential in this country. Whatever economy in repairs might attach to the American engines was due, after allowing for the moderate working speed, to three causes only—viz., the use of the bogie, of chilled cast-iron bogie wheels (which could be renewed at a cost of from £2 to £2 10s. each, after allowing for the value of the wheel taken out as old iron), and of steel or iron fire-boxes and iron tubes. About twelve or fifteen years ago, the average mileage of American engines, taking the full stock of the leading lines, was not above 15,000 miles yearly—now it was probably not far short of 20,000 miles, and on some lines it might be even more.

There remained the consideration of the carriage and wagon stock, with reference to its mechanical peculiarities and its commercial relation to traffic. The earlier American carriages were made upon the English model, but it was found, not only that a short wheel base was required for six chain and nine chain curves, but also that side buffers aggravated the difficulty. The bogie, already in use on the engines, was, therefore, adopted for the carriages, and it was soon discovered that the length of body could be considerably increased, and that the longer it was the steadier it became. But the long bodies precluded the use of side buffers, and so the central buffer with a loose coupling took their place. End doors afforded an obvious means of economy in the structure of the carriage, and left the whole depth of the body below the window-sills available for any combination of trussing, most effective for carrying a comparatively long span. The end doors, with a continuous passage throughout the carriage, afforded obvious facilities for communication. The central passage required an additional width of carriage, and from 9ft. to 9ft. 6in. was a common outside width; while in some cases, even on the narrow gauge, a width of more than ten feet had been adopted. The widths allowed seats for four passengers across, and for the longitudinal passage dividing the seats. The seats had reversible backs, so that the passenger might face either way, the carriages running in either direction without turning. It was undeniable that the seating was not so roomy and comfortable as in an English first-class carriage, and that, as compared with a second-class carriage, there was a certain loss of space. It was equally undeniable that such carriages could never answer for short traffic lines, where forty, fifty, or more passengers had to leave, and as many more to enter, in a minute or a minute and a half. The long body, however, with end doors and platforms, possessed obvious mechanical advantages. Its length gave steadiness, and the depth below the window-sills afforded ample opportunity for providing vertical stiffness without undue increase of weight. There were no cross partitions; there were but two doors where English carriages would require, for the same number of seats, according to class, from twelve to twenty-six; there was much less sash and glazing, while there was at the same time more light; there was an important saving in respect of draw-springs, buffers, buffer-rods, and screw couplings, and there was every facility for applying brakes, as was always done in the States, to every wheel in the train, either from the platforms of the carriages themselves or from the engine. It was an advantage of the long body, with its corresponding weight and number of wheels, that the application of the brakes, however suddenly, did not produce the jolting of which passengers complained so much when the same thing was attempted upon English carriages. Passenger carriages upon the double bogie plan were made of various lengths, from 45 feet to 60

feet, exclusive of the additional 2 feet 6 inches at each end for platform and covering porch. They accommodated from 60 to 84 passengers, and weighed, empty, 12 tons and upwards, or from 16 tons to 22 tons loaded. Some notice was next given of Pullman's hotel car, and of the carriage, built by Messrs. Winans, for the Emperor of Russia. The improvements which had been effected in the engine and other bogies were then alluded to, and a description was given of the oil-tight axle-boxes, as well as of Loughridge's and of Creamer's continuous brakes.

In comparing the cost of maintenance of American carriage and wagon stock with that on English lines, many considerations were to be regarded. To say that the cost, in 1867, on the 1,612 miles of railway in the State of Massachusetts, for a train mileage of nearly ten million miles, was 6.55 cents, currency, or about 2½d. coin, per train mile, did not permit of any accurate deductions. In the States, the average number of passengers continuously carried over the whole distance made by a train was generally one-half greater than in England, although the proportion of dead weight to live load was probably nearly as high as in this country; the speed was less, and there remained the fact that labor and nearly all materials were much dearer. On the other hand, there was a considerable saving in the use of chilled cast-iron wheels, such a thing as a wheel-turning lathe for carriage or wagon stock being unknown in the States; the maintenance of the buffer and draw springs cost much less; the maintenance of the carriage bodies was cheaper, from their greater strength and simplicity of structure, and from the fact that there were no side doors to slam.

One objection to the use of chilled cast-iron wheels, not referred to in the earlier portion of the paper, was that, being almost necessarily of the disc form, their weight increased in a ratio nearly as the square of the diameter, and thus the largest railway carriage wheels yet employed in the States were but 3ft., and this size was long ago discontinued in preference for 2ft. 9in. In the case of cast-iron spoked wheels, the chill was less hard opposite the ends of the spokes than elsewhere, and thus they soon showed flat spots.

It might be said, in conclusion, that if American railway practice were in any or many respects more daring than that which prevailed in this country, failure, if not too often repeated, was regarded in the cousin country as a misfortune, while here, unless it proceeded from causes absolutely beyond provision, it was rightly regarded as a fault, a misdemeanour, or even a crime.

#### Railroads of Arkansas.

The following communication has been made to the Arkansas Assembly by J. H. Barton, private Secretary to the Governor, notifying that body of the award of State aid to railroads:

I am directed by his excellency, the Governor, to inform your honorable body, that at a meeting of the board of railroad commissioners, held March 15th, 1869, he was instructed, as President of said board, to report to the General Assembly the result of the action of the board in awarding State aid to certain railroad incorporations in the State.

Whilst it was at first deemed advisable by the railroad commissioners not to award aid to any of the railroad companies until a bill was passed by the General Assembly making provision for the funding of the outstanding indebtedness of the State, and thereby giving confidence in our State aid as applied to railroad enterprises, yet the recent action of the upper house of the General Assembly, and a conference with some members of the lower house, have induced the board to conclude that an immediate award of the State aid is desired by a majority of the members, and possibly by the people at large.

Believing that the State aid can only be made available by complying strictly with all the provisions of the law, as approved by the people, and

having perfect confidence in the intention of your body to pass a general funding bill at an early day, and being desirous of acting in conformity with the will of the people, the board of commissioners, after a careful investigation of the various railroad companies asking State aid have made the award to the following incorporations, they having complied with the provisions of the law:

To the Cairo and Fulton Railroad Company, three hundred miles of its line; to the Little Rock and Helena Railroad Company, ninety-eight miles of its line; to the Memphis and Little Rock Railroad Company, ninety miles of its line; to the Little Rock, Pine Bluff and New Orleans Railroad Company, for that portion of the road which lies between Pine Bluff and the State line, commencing at Pine Bluff and running the line of the road toward the State line, one hundred and twelve miles; to the Mississippi, Ouachita and Red River Railroad Company, so much of the road as lies between Camden and Mississippi River, not to exceed one hundred miles.

The board took into consideration the application of the Memphis and St. Louis (levee) Railroad Company, but Congress having been memorialized to aid in the construction of a levee and railroad bed along the west bank of the Mississippi River, and there being a strong probability that such aid will be given, the board declined to accept the application of the said St. Louis and Memphis Railroad Company for State aid.

No award of State aid was made to the Western Border Railroad Company, by the board, as no application had been made and the law had not been complied with.

The board also refused to accept the application of the Pacific and Great Eastern Railroad Company, not being satisfied that the resources of the company were sufficient, with the State aid, to enable them to finish the road, it being a work of great magnitude.

I am further directed to say, by his excellency, on behalf of the board of commissioners, that they have not awarded State aid to any road running from Little Rock to Fort Smith. They have, however, reserved aid to the amount of 150 miles, to be hereafter awarded to one of three incorporations, two of which are claiming the same right of way and the same land grants, and one of which has been reported upon by the Senate of the United States at the last session as a part of the 35th parallel road to the Pacific.

The commissioners are undecided in reference to the proper selection and award to be made for these routes, but are of the opinion that Congressional action will throw light upon and probably decide this question. For these reasons the board of railroad commissioners has deferred taking any action for the present in respect to these routes.

#### Railroads in New Jersey.

The large transportation business in the western part of New Jersey, occasioned by the working of the ores, has given an impetus to railroad construction in that part of the state. The Sussex Railroad extension is finished to within a mile of Franklin. The Branchville Road being principally agricultural, is not pushed so rapidly. The Sussex extension is to be continued to Hamburg and Vernon, and a connection will finally be formed with the Warwick Valley Road, a branch of the Erie. From the Hamburg line, about one mile from the village, it is intended to build a spur to the Pochuck hematite mine. In addition to these roads there are other projected lines, as from the zinc mines at Franklin to Andover, from Newton to Belvidere, and from Hackettstown to Water Gap; the principal objects of the two latter roads being to supply the furnaces with anthracite coal from the Pennsylvania mines. The projected road from Franklin to Andover is to be built, if built at all, by the New Jersey Zinc Company.

## Journal of Railroad Law.

WHEN CARRIERS EXEMPTED FROM LIABILITY AS INSURERS—SPECIAL CONTRACT—STATEMENT OF VALUE OF PROPERTY IN RECEIPT—WHEN CONTRACT DEEMED TO BE ASSENTED TO.

The following are the facts in the late case of *Boorman vs. The American Express Company* (21 Wis., 152) which was an action for injuries to a violin carried by defendant for plaintiff from Milwaukee to New York City. The answer alleged that defendant had no knowledge or information sufficient to form a belief as to the alleged neglect and wrongful acts; and that it received the violin under a special agreement, as follows: "Received of C. Boorman one box, said to contain instruments valued at — dollars, marked Geo. Germunder, New York N. Y., which we undertake to forward to the nearest point of destination reached by this company, subject expressly to the following conditions, namely: This company is not to be held liable for any loss or damage except as forwarders only, nor for any loss or damage by fire, by the dangers of navigation, by the act of God or of the enemies of the government, the restraints of government, mobs, riots, insurrections or pirates, or from or by reason of any of the hazards or dangers incident to a state of war. Nor shall this company be liable for any default or negligence of any person, corporation or association to whom the above described property shall or may be delivered by this company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this company for any such person, corporation, or association is not to be regarded, deemed or taken to be the agent of this company for any such purpose. \* \* \* Nor shall this company be liable for any loss or damage of any box, package or thing, for over \$50, unless the just and true value thereof is herein stated; nor upon any property or thing unless properly packed and secured for transportation; nor upon any fragile fabrics, unless so marked upon the package containing the same; nor upon any fabrics consisting of or contained in glass. The party accepting this receipt hereby agrees to the conditions herein contained." (Signed by the company's agent.)

On the trial, after the plaintiff had introduced evidence of the shipment, the condition of the instrument when shipped, the manner in which it was packed, its condition immediately after its arrival at New York, and the amount of damage sustained, he produced, upon demand of the defendant, the original receipt, &c., as above stated which he admitted was delivered to him at the time of the delivery of the violin to defendant; and said receipt, &c., was put in evidence by the defendant. The court refused to allow defendant to prove that the violin was not broken through its negligence, holding that the answer did not deny the averments of the complaint on that point. It also refused to allow an amendment of the answer so as to make it deny absolutely those averments. Some evidence was then introduced by defendant as to the amount of damage sustained by the plaintiff. The court instructed the jury as follows: "If the receipt was expressly agreed to, or by fair implication an agreement could be presumed, it might be binding. The burden of proof is upon the defendant, to show the contract by the agreement of the parties. He

asks me to instruct you that there was an agreement between the parties for the transportation of this violin to New York. This I decline to do, because the terms and conditions are entirely outside of a simple receipt. They go to discharge the defendant from its common law liability, and there can be no limitation of this liability except by an express contract, and unless the party taking the receipt knows the terms and conditions therein expressed, there can be no assent to them. The real question is, whether the plaintiff knew of the stipulations and conditions contained in the receipt. I do not recollect of any testimony bearing upon that point, except that of the plaintiff, who appears to be a German, and who required the assistance of an interpreter in giving his testimony before you. He testified that he took the box to the defendant, and asked him how much there was to pay. They told him. He paid them, took the paper, and went away. It is for you to say whether this was a contract. In my opinion it was not, but it is for you to determine."

The following is the opinion of the court by Dixon, C. J.—The answer of the defendant is a sufficient denial that the violin was carelessly, negligently and wrongfully split and broken as alleged in the complaint, to put the plaintiff upon proof of those allegations, and consequently sufficient to let in the rebutting evidence offered by the defendant. It was error to reject such evidence. An answer denying any knowledge or information sufficient to form a belief as to facts presumed to be within the knowledge of the defendant, or of which he can easily inform himself, is bad; but such is not the nature of the facts here put in issue. The defendant, the express company, which is no more than a co-partnership doing business under that name, transacts its business through a multitude of agents residing in different parts of the country, and the knowledge of such agents is not for this purpose the knowledge of their principals, the proprietors of the company. Neither can the proprietors readily avail themselves of or acquire the knowledge of their agents. This would be extremely difficult in the first place, on account of the great number of such agents residing in places remote from each other and from the proprietors themselves; but more especially, because the guilty or negligent agent in every such case is adversely interested. He might evade inquiry, or give false answers. To hold, therefore, that the proprietors must know the facts, or obtain correct information of them, before they can answer to an action, would, in very many cases, be equivalent to an unqualified denial of justice. We are of opinion that such is not the rule of law, and that the answer in its present form is sufficient.

In deciding this point we may perhaps, be acting outside of the record. It may be that the business of the company, and the manner in which it is transacted, should have been stated in the answer, and shown at the trial, by way of justifying the form of denial employed; but we assume, as was assumed by the counsel at the bar, that this was unnecessary.

The contract embodied in the receipt, if intelligently made, is good in law and binding upon the parties. The court below was of this opinion, but instructed the jury that there was no proof

that it was intelligently made, or that the plaintiff knew and assented to its conditions, the burden of which proof, the jury were informed, was upon the defendant. The receipt and contract was shown to have been in the possession of the plaintiff. It was produced by him at the trial, upon notice given by the defendant. We think that the rule of law in such a case is correctly stated in *King vs. Woodbridge* 34 Vt., 571—2, that, the paper being shown into the custody of the plaintiff, a due and proper delivery of it to him, and his assent to its terms, are to be presumed, and that the burden is thrown on the plaintiff to obviate these presumptions by proof. It is for the plaintiff, then, to show the circumstances under which the paper came into his possession, that he never assented to its terms, and that there was no such delivery of it as to make it operative as a binding contract.

It is to be observed with reference to the conditions of this receipt, that they do not involve the much vexed question as to whether a common carrier can protect himself by contract from liability for losses occurring through his own negligence or misconduct, or the negligence or misconduct of his own agents or servants. The conditions in question do not purport to guard the express company against liability for losses thus arising. They purport merely to exempt it from liability as insurer; from losses arising through the default or negligence of any other person, corporation or association to whom the property shall be delivered by the company for the performance of any act or duty in respect thereto, at any point or place off the established routes or lines run by the company; and from liability for any loss or damage of any box or package for over \$50, unless the just and true value is stated in the receipt, or upon property not properly packed, or fragile fabrics not so marked upon the package, or fabrics consisting of or contained in glass. All these are conditions which a common carrier may lawfully make; and if assented to by the shipper, we believe there is no conflict of opinion but that they will be binding upon him.

By the Court.—The judgment of the county court is reversed, and a new trial awarded.

## Chester Creek Railroad.

The new Chester Creek Railroad, connecting the Baltimore Central with the Philadelphia, Wilmington and Baltimore Railroad, was formally opened on the 13th inst. The Chester Creek Railroad makes a junction with the Philadelphia, Wilmington and Baltimore Railroad at Lamokin Station, a short distance below Chester, but within the city limits, and follows the creek to the West Chester junction, a distance of 6½ miles.

The Cincinnati *Inquirer* states that, the directors of the Cincinnati, Hamilton and Dayton Railroad having refused to complete the lease to the Erie and Atlantic and Great Western Companies, the Erie management have engaged the Little Miami and the Cleveland, Columbus and Cincinnati roads to carry all the freight brought by the Erie.

Passengers to and from New York and Philadelphia are now received on all the fourteen daily trains between those cities—including the 8.40 P. M. through train, from which they have hitherto been excluded.



**Mr. E. F. Falconett**, Engineer, has commenced the location of the Tennessee and Pacific Railroads.

## BOOTH'S DUPLEX, SAFETY, Steel and Iron Rails,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. Opening a new era in Railway economy hitherto unprecedented. All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

**J. L. BOOTH & CO.,**  
Rochester, N. Y.

**HAVEN & ALLEN,**  
72 Broadway, N. Y.

## FREIGHT CARS.

10 FIRST CLASS BOX. 10 First Class Flats. Very cheap and for immediate delivery.

**EDWARD P. BIGELOW,**  
2116 48 Pine street, N. Y.

## TO CONTRACTORS.

Pittsburg and Connellsville Railroad

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MA-SORRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.  
**BENJ. H. LATROBE**, Chief Engineer.  
OFFICE PITTSBURG AND CONNELLVILLE R. R. CO.,  
5113 Pittsburg, March 18th, 1869.

## LOCOMOTIVE WORKS, FOR SALE.

The PROPERTY situated at Jersey City, known as the JERSEY CITY LOCOMOTIVE WORKS,

Consisting of 24 full lots on Morgan, Steuben and Warren streets, with substantial buildings and machinery of the best description, ample for the manufacture of six to seven first-class locomotives per month. This property, from its vicinity to the city and to several of the leading railroads of the country is well worth the attention of those desirous of engaging in the manufacture of locomotives and other machinery. Apply to

**C. KNEELAND,**  
No. 49 William st.,

Or **W. G. HAMILTON,**  
No. 24 Broadway.

## WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

**PETER W. KUMBEL,**  
26 Ferry St., N. Y.

## FOR SALE.

1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

**WM. H. PETIT,**  
72 Wall st., N. Y.

## Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by  
**WILLIAMS, PAGE & CO.,**  
91 Water St., Boston,

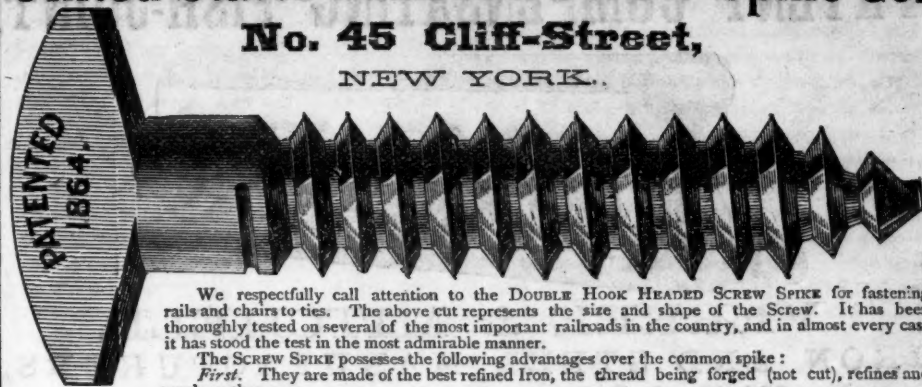
**HENRY YOUNG**, Prest.

AGENCY OF THE

**C. B. HUBBELL**, Secy.

## United States Railroad Screw Spike Co.

No. 45 Cliff-Street,  
NEW YORK.



We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined Iron, the thread being forged (not cut), refined and toughens them.

Second. The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button), when the rail will be held firmly, as before. The ties will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

We are now prepared to manufacture these SCREWS in any quantity desired.

## RAILROAD IRON.

350 TONS 40 LBS. RAILS, BEST AMERICAN MAKE. For sale by  
**PERKINS, LIVINGSTON & POST,**  
68 Broadway,  
New York.

1m13

## RAILROAD TIES.

WHITE OAK, CHESTNUT AND CEDAR.

Fig. Bar and Railroad Iron.  
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.  
**HOLLINS, KIRKUP & CO.,**  
6m48 24 Dey street, N. Y.

## CAR PLUSHES.

Best French and German makes.

**LOUIS WINDMULLER & ROELKER,**  
20 Reade street.

## GERMAN STEEL AND HARDWARE.

For sale by

**LOUIS WINDMULLER & ROELKER,**  
20 Reade street

## Railway Travel Made More Secure.

THE WHEELS HAVE STRAIGHT FLANGES 26 degrees double, two other wheels inside, elongated hubs to catch the rail in case the wheel jumps, the axle of steel enlarged in centre. The circle of the flanges on wheels cannot touch the rail—metal is shrunk on the rail by rollers doubling their strength. Smoke-stacks, increased draft, with jacket, sparks and cinders glided into the same by sieves, these are also for steamers, etc. Invented, applied, and for sale by

**A. BEEBE,**  
78 Cedar street.

## Steam Engine Power and Leverage

BALANCE WHEELS AND MOVEABLE LEVERS. These work giving double power without centre action. Capstans and Steering Wheels, levers on the shaft or axle, about one part purchase and six parts lever, same on rudder heads for vessels and boats, etc. Invented, applied and for sale by **A. BEEBE**, 78 Cedar street, from 12 to 3.

**RICHARD B. OSBORNE,**  
CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

## BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,  
Fall River Iron Works Company's  
NAILS, BANDS, HOOPS & RODS,

**BORDEN MINING COMPANY'S**  
CUMBERLAND COALS.

**COHOES ROLLING MILL.**  
—FOR MANUFACTURERS' USE—  
SHAFTING, BAR & BAND IRON,

ALSO  
SUPERIOR PATENT PUNCHED  
AXE, PICK & MATTOCK POLLS.  
**MORRISON, COLWELL & PAGE,**  
OFFICE, TROY, N. Y.

## EDWARD P. BIGELOW, Iron Broker,

In New and Old Rails,  
Fish Bars, Bolts and Nuts,  
Chairs and Spikes,  
Car Wheels and Axles,  
Steel and Iron Tyre,

Fig. Bar and Scrap Iron, Etc. Etc.  
Sole Agent for Hatfield's Juniata Boiler Iron,  
**THE SAMPSON CAR WHEEL CO.,**  
48 Pine Street, N. Y.

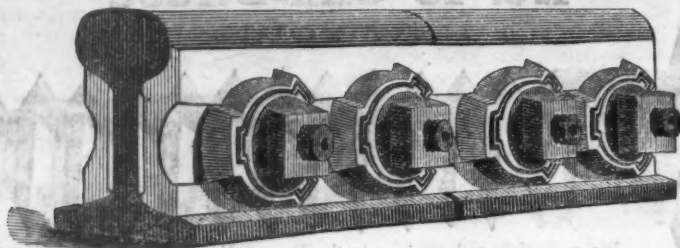
Orders for Old Rails promptly filled.  
Agent for the Dry Dock Mill Hot-punched Fish Plates.

**Jonathan T. Hobby,**  
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

A GENTLEMAN closely connected with several large English Manufacturers of Steel and Iron Railway Plant, who possess important Patents; and who has facilities for purchasing Hardware, Scrap Iron, &c., wishes to combine these advantages with those of some responsible Agency or other firm, to establish a Market in this Country for such commodities. The highest references given, both American and English. Address

**W. C. O. 112 River Terrace,**  
Hoboken.

# PRATT'S PATENT COMPENSATING FISH-JOINT,



**VERREE & MITCHELL,  
IRON AND STEEL MANUFACTURERS,  
No. 939 North Delaware Avenue, Philadelphia, Penn.**

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

**We confidently claim for the PATENT COMPENSATING FISH-JOINT:**

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

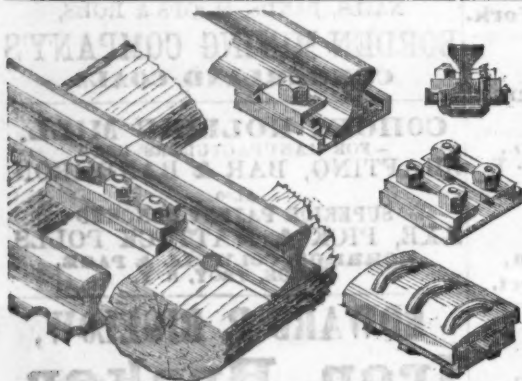
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



**FISHER'S PATENT  
Wrought Iron  
RAIL JOINTS,  
MADE BY  
FISHER & NORRIS,  
TRENTON, N. J.**

The Superiority of these Joints has been proved by eight years' use on different Roads.

**S. & C. WARDLOW,  
PORTOBELLO STEEL WORKS,**

AND  
Congress Rolling Mills, Tilts and Forges,  
**SHEFFIELD, ENGLAND,**

Manufacturers of the Celebrated CAST STEEL for Tools,  
Dies, Taps, Punches, &c.

**No. 13 GOLD STREET, NEW YORK.  
ESTABLISHED 1833.**

## RAILROAD TIES.

**100,000 EASTERN SPRUCE AND HEMLOCK**  
Ties, 8, 9 and 10 feet long, 6+6 inch face.  
For delivery from April to September next, as required.  
Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and  
R. R. Timber. Apply to

**JOHN W. GOULD,  
65 Wall St, N. Y.**

## RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHEST-  
NUT, CYPRESS, AND CEDAR, in quantities, as  
may be required. Apply to

**THOMAS G. BENTON & SONS,**

**92 West Street,  
New York.**

## PACIFIC MAIL

**Steamship Company's  
THROUGH LINE TO  
California and China.**

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
Outside. Inside.		
\$275	\$225	\$150 \$75.

### CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River,  
foot of Canal street, at 12 o'clock noon,

**On 1st, 11th and 21st,**

except when those days fall on Sunday, then the day  
previous.

One hundred pounds baggage free to each adult. Medi-  
cine and attendance free.

April 21, HENRY CHAUNCEY, CAPT. CONNER, con-  
necting with CONSTITUTION, CAPT. WEST.

Steamer leaving April 10, connects closely with steamer  
JAPAN, leaving San Francisco May 4, for China and  
Japan.

**NOTICE TO SHIPPERS**—Freight for steamer  
HENRY CHAUNCEY received until 4 P. M. on TUES-  
DAY, April 20. All usual facilities afforded shippers in  
collecting inland charges, &c.

For freight or passage tickets and all further information  
apply at the Company's ticket office on the wharf, foot of  
Canal street. F. R. BABY, Agent.

**JAMES JEFFRIES & SONS,  
MANUFACTURERS OF  
LOCOMOTIVE, CAR AND TANK  
SPRINGS,**

**PHILADELPHIA, (rear of Girard House.)**

### REFERENCES.

J. EDGAR THOMSON, of Penna. R. R. Co., M.  
BAIRD & CO. A. WHITNEY & SONS, W. S. WILSON,  
of P. & N. R. R., WM. C. ALLISON, WESTMORE-  
LAND & PENN. GAS COAL CO., of Philadelphia,  
HARRISBURG CAR WORKS, BILLMEYER &  
SMALL, P. FT. W. & CHICAGO R. R., W. F. SMITH,  
of C. & C. R. R., A. CONGDON, of C. & P. A. R. R.,  
Cleveland, Ohio, D. McLAREN, of C. H. & D. R. R.,  
OHIO & MISS. R. R. of Cincinnati, SAM GILL, of L. F.  
& L. R. R., CHAS. R. PEDDLE, T. H. & I. R. R. Co.,  
H. GRAY, C. & N. W. R. R. Co., JOS. D. POTTS, Pres't  
Empire Transp. Co., FRANK W. CUMMINGS, A. & G.  
W. R. R., W. CUMMINGS & SON, Jersey City, WHI-  
TAKER & PHILLIPS, Toledo, MICHIGAN CAR  
WORKS, Detroit, BARNEY SMITH & CO., Dayton,  
A. B. SEEGER, of Oscaloosa R. R., H. T. PEAKE, of S.  
C. R. R. Co., W. M. WADLEY, Central R. R. of Georgia,  
DR. M. EMANUEL, Southern (Miss.) R. R., SAM  
TATE, Memphis & Charleston R. R., T. S. WILLIAMS,  
N. O., Jackson & Gt. Northern R. R., and other Southern  
R. R.'s which have had our springs in use for years, also to  
all Roads where our springs have been in use.

We will be happy to furnish a SET OF SPRINGS  
to such companies as may wish to try their Durability  
and Elasticity, by writing us the Length, Width, Curve  
over all, and the weight which they are to bear.

**EDWIN J. HORNER,**

SUCCESSOR TO

**McDANIEL & HORNER,**



LOCOMOTIVE AND RAILROAD

**CAR SPRING**

MANUFACTURER,

**WILMINGTON, DELAWARE.**

**ODDIE & CO.,**

**Stock, Bond & Gold Brokers,**

**5 and 7 Jauncey Court,**

**43 Wall street,**

**NEW YORK.**

ORVILLE ODDIE,

(Late Oddie, St. George & Co.)

JOHN W. ODDIE,

6



**Helden, Hopkins & Stokes,**  
104 & 106 JOHN ST., NEW YORK,  
Importers and Dealers in

**IRON AND STEEL,**

Also Agents for

**Oxford Iron Company, Oxford,**  
**OUT NAILS AND SPIKES,**  
**AND RAILROAD SPIKES.**

Agents "New Haven Car Company."

**HAMILTON SQUARE**

**RUBBER WORKS.**

**C. V. MEAD & Co.,**

Manufacturers of Superior Quality

**INDIA RUBBER**

**CAR SPRINGS,**

**BRAKE TUBING, ETC.**

P. O. Address Box 588, TRENTON, N. J.

**TESTIMONIAL.**

Baltimore, Md., April 16, 1898.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.), and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

**CAUTION.**—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

R. L. HUTCHINSON,

L. S. MANNING.

G. W. HORTON.

**VOSE, DINSMORE & CO.,**

National Spring Works,

Manufacturers of

**Volute, Rubber Center Spiral,**

**Compound Spiral, India Rubber,**

And other

**RAILWAY CAR SPRINGS**

No. 1 Barclay-st., No. 15 La Salle-st.,  
**NEW-YORK. CHICAGO.**

**HEBBARD CAR SPRING CO.,**

MANUFACTURERS OF

**Patent Right and Left Spiral**

**STEEL CAR SPRINGS.**



**H. B. WASHBURN, Gen. Agent.**  
137-141 ELM STREET, N. Y.

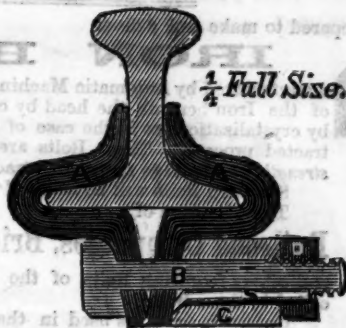
**Scott's Wrought Iron Clamp Truss Joint**  
**FOR RAILROAD RAILS.**

LENGTH 9 TO 12 INCHES.  
WEIGHT 20 TO 30 LBS.

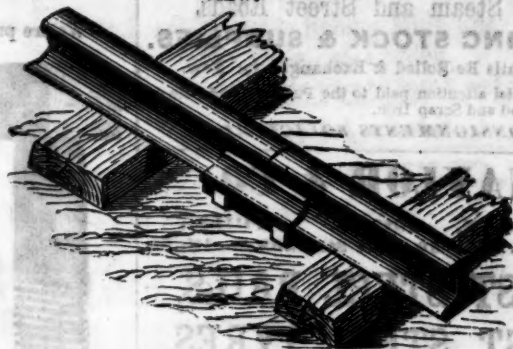
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



**VIEW AND SECTION** show position in place. A.—Is **CLAMP-TRUSS**. B.—Are two 1/2 inch Bolts. C.—An **Iron Collar**, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the **Nut**. S.—The **LOCK of the NUT**, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

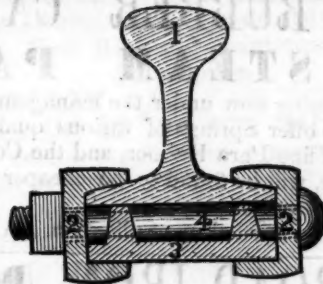
Provision has been made to prevent sliding of the rails.

For particulars, address

**JOHN H. OSBORNE,**  
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**  
New Brighton, Pa.

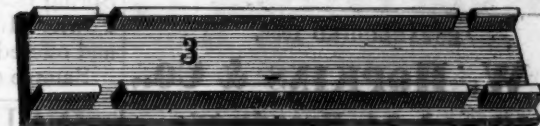
**THE PHOENIX IRON COMPANY'S**  
**NEW SUSPENSION RAIL JOINT.**



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

● **PHOENIX IRON COMPANY, Philadelphia, Pa.**

**FIVE SECOND HAND LOCOMOTIVES**

In working order—Gauge 4 ft. 8 1-2 inches.

	No.	Div.	Diam.	Cylinder.	Fire Box.	No.	Size	Diam.	Weight in run-	Connect'n.
							of Flues.	Boiler.	ning order.	
1st.	4	5 feet.	14 X 20	38 X 37	127	10 feet 8 X 2	42 in.	50,100 lbs.	Inside.	
2d.	4	5 feet.	13 X 20	42 X 40	131	10 feet 2 X 1 1/2	42 in.	45,700 lbs.	Outside.	
3d.	4	5 ft. 6	15 X 20	44 X 38	150	11 feet X 1 1/2	44 in.	52,600 lbs.	Inside.	
4th.	4	5 feet.	15 X 24	41 X 37	140	11 feet 2 X 2	43 in.	57,000 lbs.	Outside.	
5th.	4	5 feet.	13 1/2 X 22	40 X 38	108	11 feet X 2	40 in.	48,400 lbs.	Outside.	

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

**WILLIAMS, PAGE & CO.,**

91 Water street, Boston, Mass.

3m10

# DANAS & LITCHFIELD,

18 William Street, N. Y.

MANUFACTURERS' AGENTS FOR THE SALE OF  
AMERICAN AND FOREIGN

## RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

### ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of  
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

## NAYLOR & CO.

NEW YORK, BOSTON, PHILA.,  
99 John St. 80 State St. 308 So. 4th St.

### CAST STEEL RAILS,

### CAST STEEL TYRES.

Cast Steel Frogs, and all other Steel Material for stan  
way Use.

House in London:

NAYLOR, BENZON & CO.,

34 Old Broad Street.

who give special attention to orders for

### RAILROAD IRON,

as well as Old Rails, Scrap Iron and Metals.

### Steel and Iron Rails,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

Successors to Heyerdahl, Kettell & Co.,

22 William st., New York.

ESTABLISHED 1856.

## S. W. HOPKINS & Co.,

69 and 71 Broadway,  
NEW YORK.

Negotiators of every description of

STATE,

COUNTY,

CITY,

TOWN,

AND

## RAILROAD BONDS,

In connection with the sale and purchase of.

### RAILROAD IRON.

LONDON HOUSE,

58 Old Broad street.

## JOSEPH M. STRONG,

Successor to McCall & Strong, 64 Beaver St.,

TAKES ORDERS FOR

### IRON AND STEEL RAILS,

And Negotiates MORTGAGE BONDS therefor.

IMPORTS ON ORDER.

### Pig Lead, Tin, Iron & Zinc,

And opens Bankers' Credits when needed.

# Schweitzer Patent Bolt Comp'y,

Works at Green Point, L. I.,

Near Greenpoint Ferry, from 10th St. & 23d St., N. Y.

NEW-YORK.

H. S. TERBELL, President;

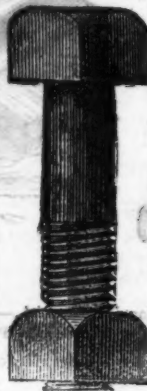
39 Walker Street, New-York.

THOS. S. YOUNG, Treasurer,

120 Chambers St., New York.

We are prepared to make and deliver

## IRON BOLTS,



manufactured by Automatic Machinery in such manner as to increase the strength  
of the Iron beneath the head by compression, and totally avoid the weakening  
by crystallization, as in the case of Bolts made by hand or by any slow and pro-  
tracted process. These Bolts are uniform in size and shape, and superior in  
strength and finish to any others made.

Standard Bolts will be made of the best quality of iron, and warranted.

The attention of

Railroad Companies, Bridge, Car & Locomotive Builders,

and others requiring Bolts of the greatest strength and uniformity, is specially  
called to these Bolts.

Contracts for Bolts used in the construction of Railroads and their appurte-  
nances, and all similar work REQUIRING LARGE QUANTITIES, will be taken  
at special rates.

The rapidity of production will enable the Company to fill orders of any mag-  
nitude at short notice. The Company also offer for sale

## BOLT CUTTERS

of their own patent, which, with a given amount of power and labor, will cut twice the number  
of Bolts of any other machine in use.

## MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

## INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we  
are prepared to offer Springs of various qualities and prices to suit. Our A No. 1  
Spring made of fine Para Rubber, and the Compound used by the Patentee, the late  
Fowler M. Ray, will be found to be cheaper than others made, from inferior stock  
and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

## RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-  
livery in New York and other markets in the United  
States and England. For sale by

S. W. HOPKINS & CO.,

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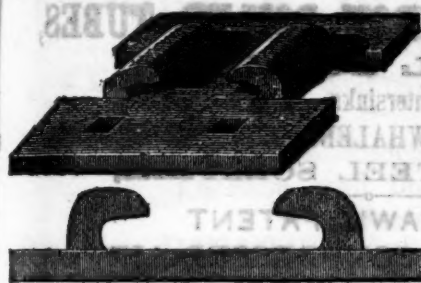
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Railroad Chair Works,

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The VAN ANDEN CHAIR recommends itself above all others now in  
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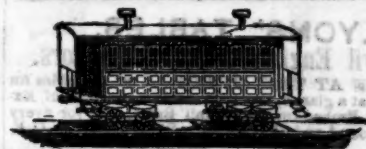
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American & English Rails,

LOCOMOTIVES AND CARS,

FISH PLATES, SPIKES, &c., &c.

SOLE AGENTS FOR

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Old Rails bought or re-rolled, as desired.

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FOREIGN AND AMERICAN

Steel & Iron Rails

Of all Weights and Patterns.

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Smoke-Burning and Super-

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Are Economical of Fuel, and perfectly Safe.

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Run without noise.

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Capacity 100 to 40,000 Gallons per minute.

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Run at great speed.

All light, compact, and durable.

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## PATENT MACHINE FORGED BOLTS AND NUTS.

WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut SUPERIOR TO ANY made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

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For Steam, Gas and Water.

Every variety of Fittings

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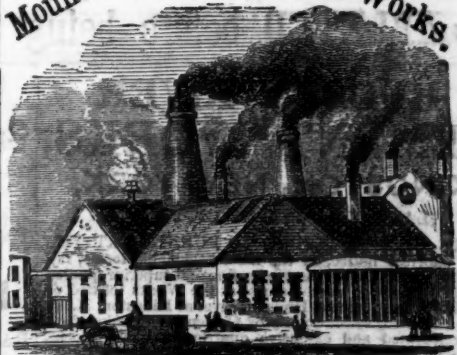
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Railroad Companies, Purchasing Agents, and those interest-  
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OFFER FOR SALE:

Tin Plates of every descrip- tion.	Terne Plate for Roofing.
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Invite the inspection of any persons in want of and appreciat-  
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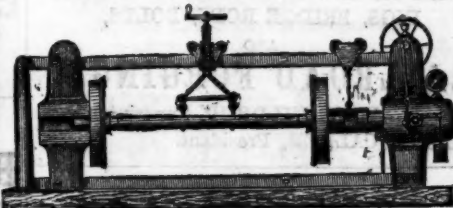
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Over 14,000 horse power of Engines with this Valve are  
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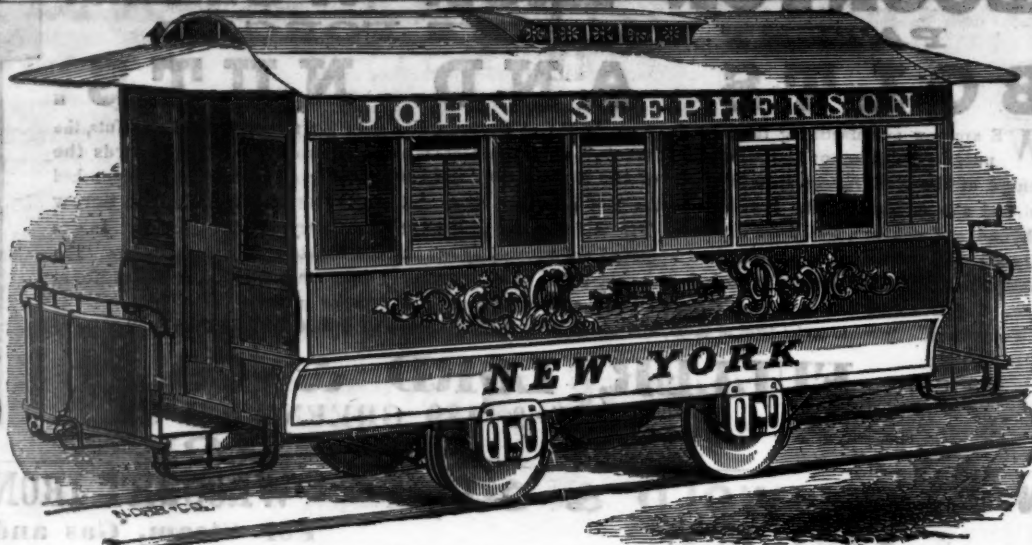
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Jacks, that run out their entire length in a Horizontal or  
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BEST 4 PLY, 100 TO 140 INCHES,  
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**CARS**  
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Swing on Trucks.  
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**EVERY**  
**STYLE AND**  
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This Establishment commenced building **STREET CARS** in 1832, and is famed for superior **ELEGANCE** of workmanship and **SUBSTANTIAL** practical results.

Its location, in the **PORT** of **NEW YORK**, is most favorable for shipments, and its **CARS**, **CONSTRUCTED** in **SECTIONS**, may be **ENTIRELY COMPLETED** before being packed for transportation.

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**WARRANTED OF SUPERIOR QUALITY.**  
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Manufacture a superior quality of **ROSENDALE** and **HUDSON RIVER CEMENT**, (equal to any) from his quarries at Rosendale and Creek Locks, put up in well seasoned barrels, well papered. Address

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**WE** are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

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The great capacity of the Tredegar Iron Works—some 30,000 tons per annum,—their location on tide-water, in the midst of the rich Coal and Iron deposits of Virginia, their unequalled advantages for shipment by Rail, Steamer or Sail Vessel, without interruption during any part of the year, and an active experience of thirty years, enable the Proprietors to guarantee the promptest and most economical execution of orders, which are solicited from all parts of the United States. Address

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for **IMMEDIATE** or **RE-MOTE** delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both **IRON AND STEEL RAILS** will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of **STEEL OR IRON RAILS**, taking their

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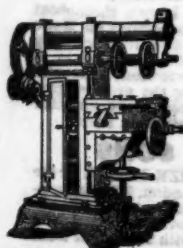
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MORE RELIABLE

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Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops. The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

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Work shipped to all parts of the United States.

## THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

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HAVING large facilities, and having had a long experience in the business, are prepared to furnish

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EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION.

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SUCH AS

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OF EVERY DESCRIPTION,  
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SPIKES, BOLTS, NUTS, WASHERS,  
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IRON FORGINGS OF VARIOUS KINDS, Etc., Etc.  
STEEL AND RUBBER SPRINGS,  
LOCOMOTIVE AND HAND LANTERNS,  
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Having proved an exact time-keeper, we confidently re-  
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**CAR WHEEL WORKS,**  
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FURNISH CHILLED WHEELS for Cars, Trucks, and  
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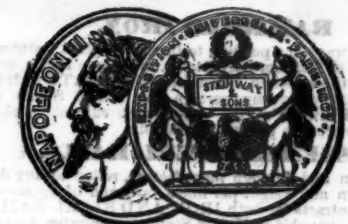
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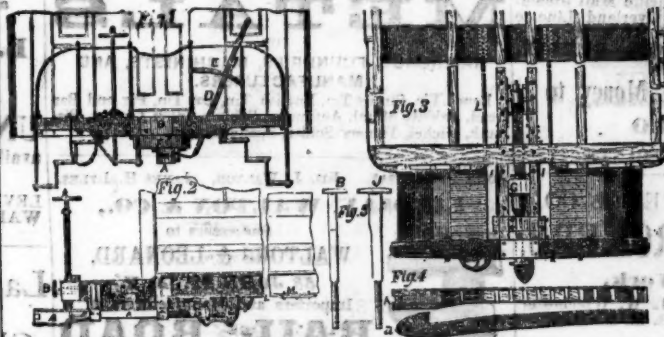
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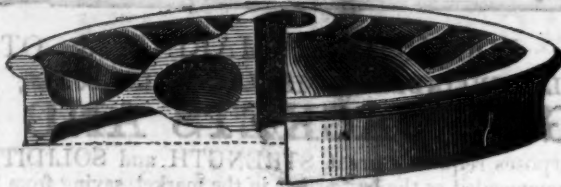
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